

APPENDIX A  
NOTICE OF PREPARATION  
AND INITIAL STUDY



# Notice of Preparation

---

## Subject: Notice of Preparation of a Draft Environmental Impact Report

<b>Lead Agency:</b>	City of Carlsbad	<b>Consulting Firm:</b>	EDAW, Inc
<b>Agency Name:</b>	City of Carlsbad, Planning	<b>Firm Name:</b>	EDAW, Inc
<b>Street Address:</b>	1635 Faraday Avenue	<b>Street Address:</b>	8954 Rio San Diego Drive, Suite 610
<b>City/State/Zip:</b>	Carlsbad, CA 92008	<b>City/State/Zip:</b>	San Diego, California 92108
<b>Phone:</b>	(760) 602-4613	<b>Phone:</b>	(619) 291-1347
<b>Contact:</b>	Van Lynch	<b>Contact:</b>	Dustin Fuller
<b>Email:</b>	vlync@ci.carlsbad.ca.us		

The City of Carlsbad will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. The City of Carlsbad has revised the project description for the proposed project and is consequently re-circulating the Notice of Preparation. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

If your agency has commented on the previous NOP (released on April 24, 2003 and April 25, 2005), then you need not respond to this revised NOP. All agency and public comments received during the original and subsequent NOP period will be considered in the draft EIR. The revised project description, location, and the potential environmental effects are contained in the attached materials. A copy of the initial study is attached.

This project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to the City of Carlsbad (Attn: Van Lynch) at the address shown above. We will need a contact person in your agency.

**Project Title and Number:** La Costa Town Square EIR  
SCH# 2003041159

**Project Location:** The proposed La Costa Town Square project site encompasses 81.8 acres and is located in the southeastern portion of the City of Carlsbad in the western San Diego County. Regional access to the

site is provided by Interstate 5 (I-5), located approximately 3.75 miles west of the site. Local access to the project site is provided by Rancho Santa Fe Road and La Costa Avenue. The project site is bounded on the west by Rancho Santa Fe Road, to the south by La Costa Avenue, to the east by La Costa Avenue and the San Diego Gas and Electric (SDG&E) easement, and to the north by Rancho Santa Fe Road.

**Project Description:**

The proposed La Costa Town Center involves the construction and operation of a mixed-use project that includes 393,100 square feet of retail uses, a 9.7 acre Multi-Family development site, and 64 single-family detached residential units.

**Probable Environmental Effects:**

The probable environmental effects associated with the project are detailed in the attached Environmental Initial Study. All questions answered "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" will be analyzed further in the Environmental Impact Report. All questions answered "Less than Significant Impact" or "Not Applicable" will not be analyzed further in the Environmental Impact Report.

The following subject areas will be analyzed in the EIR. The attached Initial Study Form provides a discussion related to each of these issue areas.

- X Aesthetics
- X Air Quality
- X Biological Resources
- X Cultural Resources
- X Geology/Soils
- X Hydrology/Water Quality
- X Land Use
- X Noise
- X Public Services and Utilities
- X Transportation/Circulation



7-13-07

Don Neu, Planning Director Date

Attachments:

Project Description  
Initial Study Form

# *Project Description*

## **Project Site Location and Description**

The proposed La Costa Town Square project involves the construction and operation of a mixed-use project that includes a 393,100 square foot community shopping center, 64 single-family detached residential units and a multi-family residential development site.

The proposed La Costa Town Square project site encompasses 81.8 acres and is located in the southeastern portion of the City of Carlsbad. Located thirty miles north of downtown San Diego, Carlsbad is a city with a population of approximately 100,000 people. Carlsbad is bordered to the north by the city of Oceanside; to the south by the city of Encinitas; to the east by the cities of Vista, San Marcos, and the County of San Diego; and on the west by the Pacific Ocean. The project site is generally located north of La Costa Avenue and east of Rancho Santa Fe Road. Regional access to the site is provided by Interstate-5, located approximately 3.75 miles west of the site. Local access to the project site is provided by Rancho Santa Fe Road and La Costa Avenue. Figure 1 depicts the regional location and local context of the project area.

The project site is bounded on the west by Rancho Santa Fe Road, to the south by La Costa Avenue, to the east by La Costa Avenue and a San Diego Gas and Electric (SDG&E) utility easement, and to the north by Rancho Santa Fe Road and the realigned Rancho Santa Fe Road. Figure 2 illustrates the general boundaries of the project area. Currently, the project site consists of vacant, undeveloped land, covered with soft wood shrubs.

The project site elevation ranges from the low of approximately 265 feet above mean sea level (MSL) in the canyon east of the La Costa Avenue entrance to a high of approximately 380 feet MSL on the northern portion of the site. The site slopes generally to the west and southwest.

## **Project Background**

The project site is located within Villages SE 13, SE 14, and a portion of SE 8 of the La Costa Master Plan. The La Costa Master Plan (MP 149), which consists of 2,399 acres, was adopted by the City of Carlsbad in 1972 and has been periodically amended since its original adoption. The Villages of La Costa Master Plan has recently processed a major Master Plan Amendment and is currently under development.

The project site is owned by La Costa Town Square LLC and was annexed to the City of Carlsbad in 1972. The City's General Plan has designated the property for development as a commercial center since the early 1970's.

The La Costa Town Square is also included in the Habitat Conservation Plan/Ongoing Multi-Species Plan (HCP/OMSP) for Properties in the Southeast Quadrant of the City of Carlsbad, California finalized in 1995. This document was created to provide for the conservation of sensitive wildlife and habitat in the context of a proposed large-scale development plan. The HCP/OMSP will be implemented by the project.

Figure 1

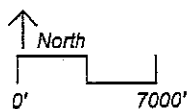
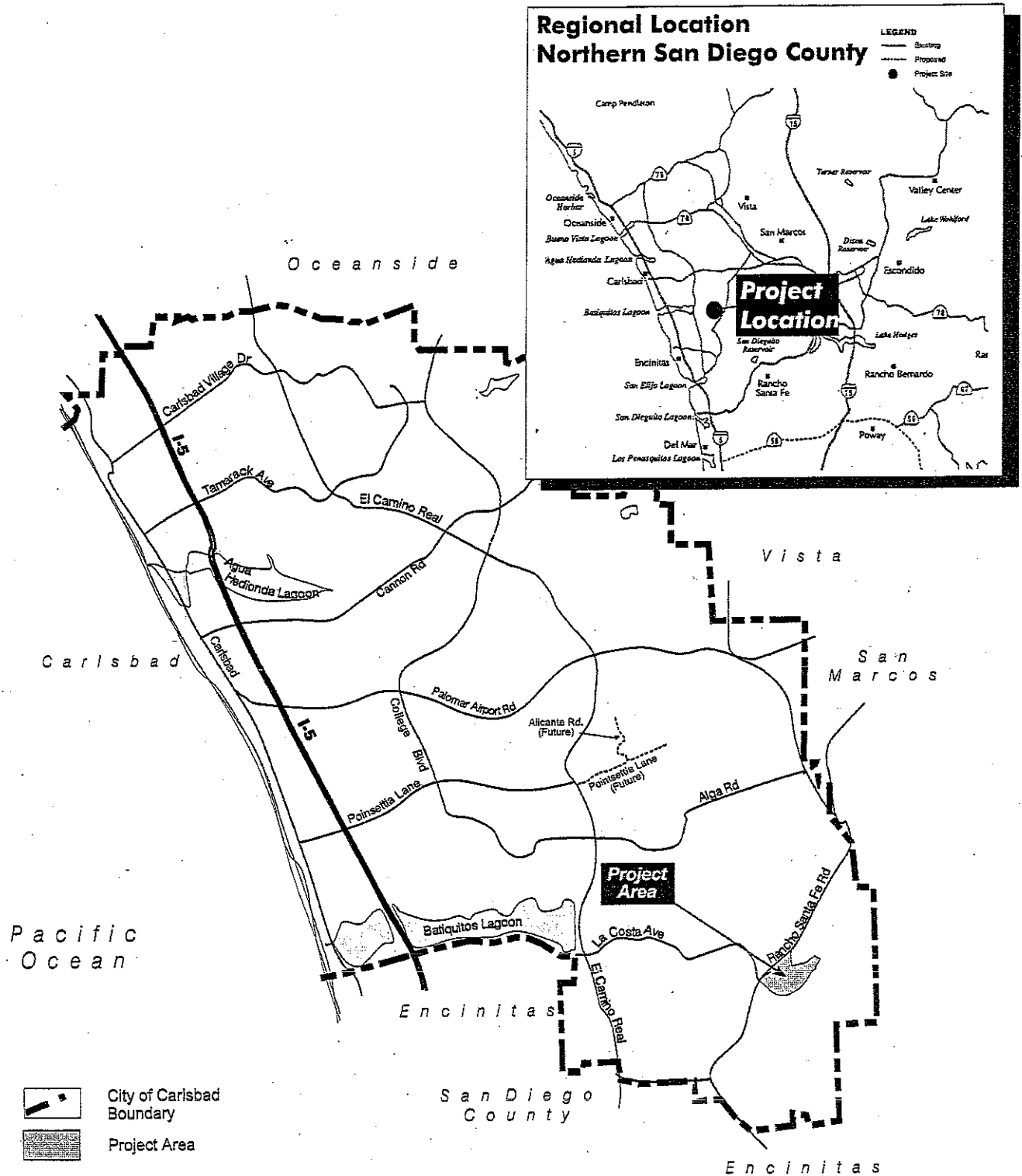


Figure 1  
Regional Location & Local Vicinity



Development of the La Costa Town Square will be subject to all applicable City of Carlsbad Growth Management Plan, policies and ordinances at such time as this application was deemed complete.

## Project Characteristics

The La Costa Town Square project proposes the construction and operation of a mixed-use development containing retail, multi-family residential units, and single-family residential units, all integrated into a pedestrian-oriented neighborhood (Figure 3). The following provides a description of each component of the proposed project. Table 1 provides a summary of proposed uses.

**Table 1**  
**La Costa Town Square Development Summary**

Proposed Land Use	Size
Community Shopping Center	309,899 square feet (44.0 acres)
Cinema	53,000 square feet (2,100 seats maximum)
Tenant Warehouse	15,000 square feet
Single-family Residential	63 dwelling units (28.0 acres)
Multi-family Residential site	9.7 acre site (5.6 net acres)
Multi-family Residential (affordable housing apartments)	14 dwelling units

## Master Tentative Parcel Map

The proposed Master Tentative Parcel Map would divide the project into three separate parcels consisting of a future multi-family residential parcel, commercial parcel, and a residential parcel.

### *Multi-family Residential Parcel - Parcel No. 1*

The multi-family residential development is located in the northernmost corner of the project site on a 9.8 acre parcel. The parcel includes 1.9 acres of open space. With the realignment of Rancho Santa Fe Road, a 70-foot wide easement containing a meandering recreational trail will be developed in the existing right-of-way northeast of the parcel separating the multi-family residential parcel from the existing residential development to the northeast. The parcel will also be north of Rancho Santa Fe Road and west of Paseo Lupino. The proposed general Plan Land Use designation is residential High which would allow up to 19 dwelling units per net developable acre of land. The net developable area of this parcel is 5.6 acres. The buildings may be up to three stories tall with a maximum building height of 35 feet. The multi-family residential development will be required to provide 50 foot setbacks from Rancho Santa Fe Road, 80 foot setbacks from the northeasterly property line, and 30 foot setbacks from the old alignment of Rancho Santa Fe Road. Access to the parcel will be provided from Paseo Lupino.





### *Commercial Tentative Map – Parcel No. 2*

The commercial parcel consists of 30 commercial lots and 14 residential affordable low-income multi-family dwelling units on 44.0 gross acres. This parcel is located easterly of Rancho Santa Fe Road, north of La Costa Avenue, and west of the proposed 63 single-family home residential development.

The commercial parcel will be subdivided with condominium units and postage stamp lots. A non-residential planned development permit is included for the commercial lots. The project includes some commercial uses located in two- and three-story configurations and multi-level parking garages with specific areas assigned for specific uses. The local community shopping center consists of approximately 377,899 square feet of retail uses, including: restaurants; shops; drive-thru banks; a gas station; retail; grocery store; and a two-level department store with a 53,000 square foot cinema. Open space on the easterly edges of the commercial development will separate it from the adjacent residential parcel.

Access to the commercial parcel will be provided from four locations. La Costa Avenue will have two signalized entrances to the site. Additionally, Rancho Santa Fe Road will provide one northbound “right turn only” entrance and one signalized entrance to the site at Paseo Lupino. The commercial parcel will provide an estimated 2,406 parking spaces including the two- and three- level parking structures.

### *Residential Tentative Map – Parcel No. 3*

The residential parcel consists of 68 lots, including 64 single-family lots (Lots 1-64) and four open space lots (Lots 64-68). The single-family lot sizes range from 7,500 square feet up to 24,730 square feet. The five open space lot sizes range from 14,460 square feet up to 172,190 square feet. Access to the residential homes will be provided from an entrance on La Costa Avenue and Sitio Lima. Pedestrian access ways will be provided to the commercial parcel near Rancho Santa Fe Road and La Costa Avenue.

### **Landscape Concept**

The landscape theme for the project is based on European/Tuscan form of style and architecture. Landscape features such as open plazas, visual landmarks, water features, specialty paving, site furniture, tree and rich landscape planting will be included in the landscape concept.

### **Open Space**

The project proposes an open space buffer (Lots 64-68) surrounding the residential development, totaling 5.3 acres. The open space buffer (Lot 68 totaling 3.4 acres), located between the residential and commercial parcels includes a pedestrian trail system and a storm water detention basin. The open space will create privacy to the residences from surrounding roadways and commercial uses. Additionally, the open space will provide recreational opportunities for the residents while making the areas surrounding the residential development more aesthetically appealing.

## Detention Basins

The project includes two detention basins. One detention basin equipped with storm drain connections is located on the southern edge of the commercial parcel along La Costa Avenue, while the second basin is located on the southern edge of the open space buffer on Lot 68. The detention basins are designed to provide flood control by collecting overflow water from the proposed development.

## Grading/Hillside Development Permit

The grading of the project site includes maximum cut depths of 25 feet (associated with the subterranean parking levels). Graded cut-slopes are planned at gradients of 2:1 (horizontal to vertical) or less. Maximum thickness of fills is estimated at 35 feet (south central canyon fill). Graded fill-slopes are planned at gradients of 2:1 (horizontal to vertical) or less. The tallest slope will be approximately 48 feet, located at the detention basin on the southern portion of the open space Lot 68.

The overall grading of the project will average 9,870 cubic yards per acre based on the commercial parcel at 11,000 cubic yards per acre and the single-family residential parcel at 8,740 cubic yards per acre. The multi-family parcel was previously graded during the construction of Rancho Santa Fe Road.

## Building Height

Code Section 21.28.030 (d) indicates that the Carlsbad City Council may approve a height limit up to 55 feet for projects of 40 or more acres when the Council can make six specific findings for the proposed project. In addition, Code Section 21.46.020 allows for protrusion above height limits for areas of a building that does not include or provide for additional floor space. The project proposes the height of the roof line over the large retail building (Building 27) entrance to be at 55 feet and the height of the theme tower will be 55 feet.

## Public Services

Water service to the project site will be provided by the Olivenhain Municipal Water District, while the Leucadia Municipal Water District will provide sewer services to the site. The City of Carlsbad will maintain the storm drain facilities on the site. Gas and electricity will be provided by San Diego Gas & Electric (SDG&E). The project site is located within the Encinitas Union School District and the San Dieguito Union High School District. The two school districts will provide school services to the residents on the project site.

## Project Objectives

- X Strengthen the City's tax base and provide increased job opportunities for local residents through the provision of employment-generating uses.
- X As identified in the La Costa Master Plan, the development area as within the community core. Uses within the core area included clustered multi-family/single-family residential,

community commercial, and public park. The project objective is to provide commercial services within the core area to the surrounding residential developments.

- X To create a distinctive sense of place and identity for the community.
- X To ensure that the surrounding residential areas are adequately served by a commercial center.
- X Conform to and implement the City's Growth Management Program, General Plan and associated policies, ordinances and goals.
- X Commercial – To ensure that all residential areas are adequately served by commercial areas in terms of daily shopping needs which include convenience goods, food, and personal services.
- X Residential – To offer safe, attractive residential areas with a range of housing types, styles and price levels in a variety of locations, compatible with surrounding areas.

## Intended Uses of the EIR

The following provides a list of the discretionary actions that will be under consideration by the Lead Agency as part of the approval of the proposed project.

1. **General Plan Amendment.** The applicant is requesting an amendment to the General Plan to adjust the commercial, open space and residential land uses of the project site. Because the zoning of the project site is Planned Community, the General Plan needs to be amended to reflect the proposed Master Plan amendments described below (see Item #2). The existing General Plan Land Use Map designated Open Space will be realigned to maintain an open space buffer between the commercial and residential land uses.
2. **La Costa Master Plan Amendment MP 149(Q).** The project requires an amendment to an existing La Costa Master Plan provision. The amendment will eliminate the requirement for office space and will make an adjustment of the open space boundary between the single-family residential and the commercial land uses.
3. **Local Facilities Management Plan Zone 11 Amendment.** An amendment to the LFMP Zone 11 is being proposed for the project to address the changes in land use. The amended LFMPs describe all public facilities requirements and set forth the timing of installation and financing for all public facilities.
4. **Master Tentative Parcel Map.** A Master Tentative Parcel Map, which covers the entire project site, is proposed to subdivide the project up into three separate lots, consisting of commercial, and the single-family and multi-family residential uses.
5. **Commercial Tentative Map.** A Commercial Tentative Map is proposed for the commercial portion of the project. The commercial parcel will be development as a non-residential condominium and postage stamp lots.

6. **Residential Tentative Map.** The residential tentative map would create 64 R-1-7500 square foot single family lots and four open space lots.
7. **Hillside Development Permit.** The proposed grading must be conducted in conformance with the City of Carlsbad Hillside Development Ordinance.
9. **Non-Residential Planned Development Permit.** A Non-Residential Planned Development permit is required for the airspace subdivision of the commercial units.
10. **Participation in the implementation of HCP/OMSP.** The project is included in and will comply with the Implementation Agreement for the HCP/OSMP. The Villages of La Costa Master Plan has established and defined permanent preservation of Conserved Habitat Area and appropriate Impact Areas within each of the three Villages of La Costa projects.

## Subsequent Approvals

Subsequent approvals by the City of Carlsbad will be required to implement the proposed project. These subsequent approvals include approval of Tentative Tract or Parcel Map, Planned Development Permit, Site Development Plan and other related implementing actions, including but not limited to grading and building permits. The approvals are necessary for project implementation, are considered as part of the whole of the project, and as such are evaluated in the environmental analysis of this EIR.

## Discretionary Actions and/or Approvals by Other Agencies

**U.S. Army Corps of Engineers:** Projects that include potential dredge or fill impacts to the "water of the U.S." (including wetlands) are subject to Section 404 of the Clean Water Act. The proposed project would impact jurisdictional waters and wetlands on the site. These impacts are not covered by the Habitat Conservation Plan/Ongoing Multi-Species Plan (HCP/OMSP) and will require additional mitigation. A mitigation plan for these impacts is proposed and will be incorporated into the EIR. The discussion and analysis contained in the EIR is intended to provide the U.S. Army Corps of Engineers the information needed to grant a Section 404 permit.

**California Department of Fish and Game:** The California Department of Fish and Game (CDFG) has the authority to reach an agreement with an agency or private party proposing to affect intermittent or permanent wetlands habitat, pursuant to Section 1603 (streambed alternation agreement) of the Fish and Game Code. The CDFG evaluates the impact and proposed mitigation, if any, during the preparation of environmental documentation. In accordance with its policy of "no net loss of wetland habitats," CDFG requires mitigation for all impacts to any wetlands, regardless of acreage. It is anticipated that the project applicant would be required to obtain a Section 1603 agreement due to alterations of the project site drainage. Where a state-listed threatened or endangered species occurs on a project site, the CDFG also would be responsible of the issuance of a Memorandum of Understanding (MOU) to ensure the conservation, enhancement, protection and restoration of state-listed threatened or endangered species and their habitats.

***U.S. Fish and Wildlife Service:*** The U.S. Fish and Wildlife Service (USFWS) is authorized under the Endangered Species Act of 1972 (ESA) to establish lists of endangered and threatened plants and animals and to identify critical habitats for listed species. If a listed species or critical habitat may be present within the impact area of the proposed project, a biological assessment is required under the ESA. If it is then determined that a proposed project will affect a listed endangered or threatened species or critical habitat, a formal consultation and approved habitat conservation program is required with USFWS in order to identify mitigation measures required to be added as a condition of project approval, as a pre-condition issuance of a "incidental take permit." If the proposed project will potentially impact an endangered plant, habitat or animal, the project will be required to comply with the ESA of 1972.

The proposed project is included in the Habitat Conservation Plan/Ongoing Multi-Species Plan (HCP/OMSP) for Properties in the Southeast Quadrant of the City of Carlsbad, California finalized in 1995. The document was created by the City of Carlsbad, Fieldstone, La Costa Associates, CDFG, and USFWS to provide for the conservation of sensitive wildlife and habitat in the context of a proposed large-scale development plan. The HCP/OMSP identifies 66 species of concern and provides an impact analysis of the proposed development in regard to these species. In addition, the plan provides for the dedication of open space both on-site and off-site as mitigation for impact to the species of concern and affiliated habitat.

***San Diego Regional Water Quality Control Board:*** The San Diego Regional Water Quality Control Board (SDRWQCB) is one of nine regional boards under the California "State Water Resources Control Board" (SWRCB). Under the direction of the SWRCB, the SDRWQCB exercises authority under the Federal Clean Water Act and correlative state statutes to regulate the discharge of "waste" into waters of the United States within its San Diego region of influence. Regulation in part is done through obtainment of Section 401 Water Quality Certification. Section 401 Certification is based on a finding that the proposed project Section 404 discharge will comply with all pertinent water quality standards as established by the SDRWQCB. As part of Section 401 Certification, conditions may be devised by the SDRWQCB in order to remove or mitigate potential impacts to water quality standards. If a project is denied certification, a Section 404 permit cannot be issued for the project.

## Lead, Responsible, and Trustee Agencies

### Lead Agency

In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the City of Carlsbad has been designated the "lead agency" which is defined as "the public agency which has the principal responsibility for carrying out or approving a project."

### Possible Responsible/Trustee Agencies

Responsible Agencies are those agencies which have discretionary approval over one or more actions involved with development of the proposed project site. Trustee Agencies are state agencies having discretionary approval or jurisdiction by law over natural resources affected by a project. These agencies may include, but are not limited to the following:

*Responsible Agencies*

U.S. Fish and Wildlife Service  
U.S. Army Corps of Engineers (Section 404 permit)  
San Diego Air Pollution Control District  
San Diego Regional Water Quality Control Board (NPDES) (Section 401 certification or waiver)

*Trustee Agency*

California Department of Fish and Game (Section 1603 permit)  
Local Water Districts  
Local School Districts





## ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART II

CASE NO: GPA 01-02 / LFMP 11(A)/ MP 149 (R)/ CT 01-09/ CP 01-03/ SDP 01-04/ HDP 01-05

DATE: June 21, 2007

### BACKGROUND

1. CASE NAME: La Costa Town Square
2. APPLICANT: La Costa Town Square LLC,
3. ADDRESSES AND PHONE NUMBER OF APPLICANT: 5355 Avenida Encinas, Suite 209, Carlsbad CA 92008 – (760) 431-7612
4. DATE EIA FORM PART I SUBMITTED: March 22, 2001
5. PROJECT DESCRIPTION: Construction and operation of a mixed-use project that includes an estimated 309,899 square foot community shopping center, 53,000 square foot cinema, 15,000 square foot tenant warehouse, 63 single-family detached residential units, a multi-family residential site and 14 affordable housing multi-family residential units.

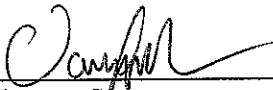
### SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," or "Potentially Significant Impact Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Land Use and Planning                  | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Population and Housing                            | <input checked="" type="checkbox"/> Biological Resources       | <input type="checkbox"/> Utilities & Service Systems |
| <input checked="" type="checkbox"/> Geological Problems                    | <input type="checkbox"/> Energy & Mineral Resources            | <input checked="" type="checkbox"/> Aesthetics       |
| <input checked="" type="checkbox"/> Water                                  | <input checked="" type="checkbox"/> Hazards                    | <input type="checkbox"/> Cultural Resources          |
| <input checked="" type="checkbox"/> Air Quality                            | <input checked="" type="checkbox"/> Noise                      | <input type="checkbox"/> Recreation                  |
| <br><input checked="" type="checkbox"/> Mandatory Findings of Significance |  |  |

DETERMINATION.

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☒ I find that the proposed project MAY have significant effect(s) on the environment, but at least one potentially significant effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier Master Environmental Impact Review (MEIR 93-01) pursuant to applicable standards and (b) have been voided or mitigated pursuant to that earlier Master Environmental Review (MEIR 93-01), including revisions or mitigation measures that are imposed upon the proposed project. Therefore, a Notice of Prior Compliance has been prepared.

  
Planner Signature

7/12/07  
Date

  
Planning Director's Signature

7/13/07  
Date

## ENVIRONMENTAL IMPACTS

STATE CEQA GUIDELINES, Chapter 3, Article 5, Section 15063 requires that the City conduct an Environmental Impact Assessment to determine if a project may have a significant effect on the environment. The Environmental Impact Assessment appears in the following pages in the form of a checklist. This checklist identifies any physical, biological and human factors that might be impacted by the proposed project and provides the City with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration, or to rely on a previously approved EIR or Negative Declaration.

- A brief explanation is required for all answers except “No Impact” answers that are adequately supported by an information source cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved. A “No Impact” answer should be explained when there is no source document to refer to, or it is based on project-specific factors as well as general standards.
- “Less Than Significant Impact” applies where there is supporting evidence that the potential impact is not adversely significant, and the impact does not exceed adopted general standards and policies.
- “Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The developer must agree to the mitigation, and the City must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant.
- Based on an “EIA-Part II”, if a proposed project could have a potentially significant effect on the environment, but all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Mitigated Negative Declaration pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, and none of the circumstances requiring a supplement to or supplemental EIR are present and all the mitigation measures required by the prior environmental document have been incorporated into this project, then no additional environmental document is required (Prior Compliance).
- When “Potentially Significant Impact” is checked the project is not necessarily required to prepare an EIR if the significant effect has been analyzed adequately in an earlier EIR pursuant to applicable standards and the effect will be mitigated, or a “Statement of Overriding Considerations” has been made pursuant to that earlier EIR.
- A Negative Declaration may be prepared if the City perceives no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

- If there are one or more potentially significant effects, the City may avoid preparing an EIR if there are mitigation measures to clearly reduce impacts to less than significant, and those mitigation measures are agreed to by the developer prior to public review. In this case, the appropriate “Potentially Significant Impact Unless Mitigation Incorporated” may be checked and a Mitigated Negative Declaration may be prepared.
- An EIR **must** be prepared if “Potentially Significant Impact” is checked, and including but not limited to the following circumstances: (1) the potentially significant effect has not been discussed or mitigated in an Earlier EIR pursuant to applicable standards, and the developer does not agree to mitigation measures that reduce the impact to less than significant; (2) a “Statement of Overriding Considerations” for the significant impact has not been made pursuant to an earlier EIR; (3) proposed mitigation measures do not reduce the impact to less than significant, or; (4) through the EIA-Part II analysis it is not possible to determine the level of significance for a potentially adverse effect, or determine the effectiveness of a mitigation measure in reducing a potentially significant effect to below a level of significance.

A discussion of potential impacts and the proposed mitigation measures appears at the end of the form under DISCUSSION OF ENVIRONMENTAL EVALUATION. Particular attention should be given to discussing mitigation for impacts which would otherwise be determined significant.

Issues (and Supporting Information Sources).

Potentially  
Significant  
Impact

Potentially  
Significant  
Unless  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

I. LAND USE AND PLANNING. Would the proposal:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with general plan designation or zoning? (Source #1:Pgs 5.6-1 - 5.6-18)  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (#1:Pgs 5.6-1 - 5.6-18)          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Be incompatible with existing land use in the vicinity? (#1:Pgs 5.6-1 - 5.6-18)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? (#1:Pgs 5.6-1 - 5.6-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community) (#1:Pgs 5.6-1 - 5.6-18)     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

II. POPULATION AND HOUSING. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cumulatively exceed official regional or local population projections?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace existing housing, especially affordable housing?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Fault rupture? (#1:Pgs 5.1-1 - 5.1-15, #2)  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Seismic ground shaking? (#1:Pgs 5.1-1 - 5.1-15, #2)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Seismic ground failure, including liquefaction? (#1:Pgs 5.1-1 - 5.1-15, #2)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Seiche, tsunami, or volcanic hazard? (#1:Pgs 5.1-1 - 5.1-15, #2)  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Landslides or mudflows? (#1:Pgs 5.1-1 - 5.1-15, #2)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (#1:Pgs 5.1-1 - 5.1-15, #2) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| g) Subsidence of the land? (#1:Pgs 5.1-1 - 5.1-15, #2)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expansive soils? (#1:Pgs 5.1-1 - 5.1-15, #2)  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| i) Unique geologic or physical features? (#1:Pgs 5.1-1 - 5.1-15, #2)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. WATER. Would the proposal result in:

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (#1:Pgs 5.2-1 - 5.2-11, #3) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of people or property to water related hazards such as flooding? (#1:Pgs 5.2-1 - 5.2-11, #7)                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Issues (and Supporting Information Sources).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (#1:Pgs 5.2-1 - 5.2-11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. AIR QUALITY. Would the proposal:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation? (#1:Pgs 5.3-1 - 5.3-12)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants? (#1:Pgs 5.3-1 - 5.3-12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate? (#1:Pgs 5.3-1 - 5.3-12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors? (#1:Pgs 5.3-1 - 5.3-12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:				
a) Increased vehicle trips or traffic congestion? (#1:Pgs 5.7-1 - 5.7-22)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts? (#1:Pgs 5.7-1 - 5.7-22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:				
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? (#1:Pgs 5.4-1 - 5.4-24)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues (and Supporting Information Sources).	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g. heritage trees)? (#1:Pgs 5.4-1 - 5.4-24)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)? (#1:Pgs 5.4-1 - 5.4-24)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Wetland habitat (e.g. marsh, riparian and vernal pool)? (#1:Pgs 5.4-1 - 5.4-24)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors? (#1:Pgs 5.4-1 - 5.4-24)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:</b>				
a) Conflict with adopted energy conservation plans? (#1:Pgs 5.12.1-1 - 5.12.1-5 & 5.13-1 - 5.13-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner? (#1:Pgs 5.12.1-1 - 5.12.1-5 & 5.13-1 - 5.13-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (#1:Pgs 5.12.1-1 - 5.12.1-5 & 5.13-1 - 5.13-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HAZARDS. Would the proposal involve:</b>				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? (#1:Pgs 5.10.1-1 - 5.10.1-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan? (#1:Pgs 5.10.1-1 - 5.10.1-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazards? (#1:Pgs 5.10.1-1 - 5.10.1-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards? (#1:Pgs 5.10.1-1 - 5.10.1-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Increase fire hazard in areas with flammable brush, grass, or trees? (#1:Pgs 5.10.1-1 - 5.10.1-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. NOISE. Would the proposal result in:</b>				
a) Increases in existing noise levels? (#1:Pgs 5.9-1 - 5.9-15, # 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels? (#1:Pgs 5.9-1 - 5.9-15, # 4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</b>				
a) Fire protection? (#1:Pgs 5.12.5-1 - 5.12.5-6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection? (#1:Pgs 5.12.6-1 - 5.12.6-4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools? (#1:Pgs 5.12.7.1 - 5.12.7-5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads? (#1:Pgs 5.12.1-1 - 5.12.8-7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other governmental services? (#1:Pgs 5.12.1-1 - 5.12.8-7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources).

Potentially  
Significant  
Impact

Potentially  
Significant  
Unless  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

XII. UTILITIES AND SERVICES SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- a) Power or natural gas? (#1:Pgs 5.12.1-1 - 5.12.1-5 & 5.13-1 - 5.13-9)
- b) Communications systems? (#1:Pgs 5.12.1-1 - 5.12.8-7)
- c) Local or regional water treatment or distribution facilities? (#1:Pgs 5.12.2-1 - 5.12.3-7)
- d) Sewer or septic tanks? (#1:Pgs 5.12.3-1 - 5.12.3-7)
- e) Storm water drainage? (#1:Pg 5.2-8)
- f) Solid waste disposal? (#1:Pgs 5.12.4-1 - 5.12.4-3)
- g) Local or regional water supplies? (#1:Pgs 5.12.2-1 - 5.12.3-7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. AESTHETICS. Would the proposal:

- a) Affect a scenic or vista or scenic highway? (#1:Pgs 5.11-1 - 5.11-5)
- b) Have or demonstrate a negative aesthetic effect? (#1:Pgs 5.11-1 - 5.11-5)
- c) Create light or glare? (#1:Pgs 5.11-1 - 5.11-5)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIV. CULTURAL RESOURCES. Would the proposal:

- a) Disturb paleontological resources? (#1:Pgs 5.8-1 - 5.8-10, # 6)
- b) Disturb archaeological resources? (#1:Pgs 5.8-1 - 5.8-10, # 5)
- c) Affect historical resources? (#1:Pgs 5.8-1 - 5.8-10, # 5)
- d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (#1:Pgs 5.8-1 - 5.8-10, # 5)
- e) Restrict existing religious or sacred uses within the potential impact area? (#1:Pgs 5.8-1 - 5.8-10, # 5)

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATIONAL. Would the proposal:

- a) Increase the demand for neighborhood or regional parks or other recreational facilities? (#1:Pgs 5.12.8-1 - 5.12.8-7)
- b) Affect existing recreational opportunities? (#1:Pgs 5.12.8-1 - 5.12.8-7)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.



Issues (and Supporting Information Sources).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause the substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) Earlier analyses used. Identify earlier analyses and state where they are available for review.
- b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

# DISCUSSION OF ENVIRONMENTAL EVALUATION

## **I. PROJECT DESCRIPTION/ENVIRONMENTAL SETTING**

The project includes a number of proposed discretionary actions which are as follows: 1) A General Plan Amendment, which will implement a function of the Habitat Conservation Plan/Ongoing Multi-species Plan (HCP/OMSP) and Implementation Agreement adopted in 1995 and modify the General Plan Land Use Designations by a rearrangement of the Commercial and Residential areas and to change the Office Land Use designation to Residential High Density; 2) an amendment to the La Costa Master Plan to adjust the acreages of the Commercial and Office land use changes; 3) an Amendment to the Local Facilities Management Zone Plan for Zone 11; 4) a Tentative Map for the residential lots and commercial lots; 5) A non-residential Condominium Permit; 6) Site Development Plan for the Commercial development; 7) Hillside Development Permit; and 8) State and Federal permits as deemed necessary. Subsequent Site Development Plans/Conditional Use Permits may be required for the future development of commercial buildings on pads established by this project. The environmental analysis of the project will consider their potential impacts as a part of the overall project.

The project consists of a mixed-use development that includes an estimated 309,899 square foot community shopping center, 53,000 square foot cinema, 15,000 square foot tenant warehouse, 63 single-family detached residential units, a multi-family residential site, and 14 affordable housing multi-family residential units. Two multi-story parking structures are proposed to provide a portion of the required parking.

## **II. ENVIRONMENTAL ANALYSIS**

### **B. Environmental Impact Discussion**

#### Land Use and Planning

A General Plan amendment is proposed to adjust the boundaries of the existing open space, commercial, office, and residential land use designations. This results in part by the realignment of Rancho Santa Fe road through the project site. The project proposes to eliminate the Professional Office Land Use and replace it with Residential High Density (15 to 23 units per acre).

#### Population and Housing

- a) The project will not exceed the population projections found in the growth management program as the southeastern quadrant of the city has not developed to its potential as projected.
- b) The project will not induce substantial growth in the area as the area is currently developed with the remainder of the vacant land within southeast Carlsbad (La Costa Master Plan) in the Master Plan approval process (MP149(Q)).
- c) The project site being vacant land will not displace existing housing. The project proposes to provide affordable housing as a component of the project, provided on-site or off-site through the purchase of housing credits in an existing affordable housing project.

## Geologic Problems

A geotechnical report has been prepared for the commercial and residential portions of the project. Geosoils, Inc prepared the reports entitled Review of the Site Development Plan, La Costa Town Center-Commercial Area south of Rancho Santa Fe Road, APN 223-050-68 & 70 and 233-060-31 & 32, La Costa, City of Carlsbad, California and Review of Tentative Map for La Costa Town Center, APN 223-050-70 and 223-060-32, La Costa, City of Carlsbad, California. No significant soils or geologic conditions were identified that would preclude development of the commercial or residential areas. The major concerns were with the onsite disposal of volcanic/metavolcanic bedrock, the stabilization and/or buttressing of existing cut slopes along La Costa Avenue, the mitigation of potential adverse effects of highly expansive claystone bedrock near finish grade surfaces, the construction and subsurface drainage of the subterranean parking area, and rock hardness that would likely require blasting. The report contains recommendations to address the geotechnical concerns. Overall the project's grading is proposed to balance with no export or import of material.

## Water

The project will increase the amount of impervious surface, which will also increase the amount of surface runoff. Proposed development plans for the project include a storm drain system composed of underground drains, vegetated swales, and permanent detention/NPDES basins to direct and treat the runoff. Drainage patterns would generally follow the existing flow. No significant increase in soil erosion would be expected to occur with the implementation of the City's Grading Ordinance and Landscaping Manual. A report has been prepared, entitled Hydrology and Hydraulic Study for La Costa Town Center Tentative Map, O'Day Consultants dated February 22, 2001. The proposed drainage system would be designed by a licensed engineer qualified in hydrology and hydraulics and would ensure that there would be no net increase in the peak runoff rate as a result of a 10 year frequency storm. The project is located within the Batiquitos Lagoon watershed.

## Air Quality

During the construction phase, which may include blasting, some temporary dust may be generated. This will be confined to the areas proposed for grading and will not be of sufficient quantity to have any long-term or materially significant cumulative impacts. The implementation of subsequent projects that are consistent with and included in the updated 1994 General Plan will result in increased gas and electric power consumption and vehicle miles traveled. These subsequently result in increases in the emission of carbon monoxide, reactive organic gases, oxides of nitrogen and sulfur, and suspended particulates. These aerosols are the major contributors to air pollution in the City as well as in the San Diego Air Basin. Since the San Diego Air Basin is a "non-attainment basin", any additional air emissions are considered cumulatively significant; therefore, continued development to buildout as proposed in the updated General Plan will have cumulative significant impacts on the air quality of the region.

To lessen or minimize the impact on air quality associated with General Plan buildout, a variety of mitigation measures are recommended in the Final Master EIR. These include: 1) provisions for roadway and intersection improvements prior to or concurrent with development; 2) measures to reduce vehicle trips through the implementation of Congestion and Transportation Demand

Management; 3) provisions to encourage alternative modes of transportation including mass transit services; 4) conditions to promote energy efficient building and site design; and 5) participation in regional growth management strategies when adopted. The applicable and appropriate General Plan air quality mitigation measures have either been incorporated into the design of the project or are included as conditions of project approval.

Operation-related emissions are considered cumulatively significant because the project is located within a "non-attainment basin", therefore, the "Initial Study" checklist is marked "Potentially Significant Impact". Impacts will be evaluated and cumulative impacts will require a statement of overriding consideration.

### Transportation/Circulation

The project will increase the number of vehicle trips and traffic congestion. The project is served by one existing circulation element roadway (La Costa Avenue) and will also be served by the future realigned Rancho Santa Fe roadway. The environmental impacts associated with the construction of Rancho Santa Fe are disclosed in the Final EIR prepared by the City of Carlsbad, dated January 1992 (SCH No. 90010850). A traffic study was prepared for the project, La Costa Town Center Traffic Study, Carlsbad, WPA Traffic Engineering, dated February 26, 2001, which identifies 23,100 total trip generation and at the year 2020 intersection analysis show that acceptable operations (LOS A through D) are projected at all of the study intersections except El Camino Real/La Costa and Rancho Santa Fe/Questhaven. Additional on-site truck loading area circulation design is also suggested.

To lessen or minimize the impact on circulation associated with General Plan buildout, numerous mitigation measures have been recommended in the Final Master EIR. These include measures to ensure the provision of circulation facilities concurrent with need; 2) provisions to develop alternative modes of transportation such as trails, bicycle routes, additional sidewalks, pedestrian linkages, and commuter rail systems; and 3) participation in regional circulation strategies when adopted. The diversion of regional through-traffic from a failing Interstate or State Highway onto City streets creates impacts that are not within the jurisdiction of the City to control. The applicable and appropriate General Plan circulation mitigation measures have either been incorporated into the design of the project or are included as conditions of project approval.

Regional related circulation impacts are considered cumulatively significant because of the failure of intersections at buildout of the General Plan due to regional through-traffic, therefore, the "Initial Study" checklist is marked "Potentially Significant Impact". Impacts will be evaluated and cumulative impacts will require a statement of overriding consideration.

### Biological Resources

The project site has plant and animal habitats that contain numerous individual plant and wildlife species. A Habitat Conservation Plan/Ongoing Multi-species Plan (HCP/OMSP) was approved for the project site in June 1995 by the City of Carlsbad. The approved HCP/OMSP addresses the needs of listed and unlisted species and provides mitigation for impacts to sensitive plant populations found on the site. A biological report was prepared for the project entitled Biological Technical Report for the La Costa Town Center Property, Carlsbad, California by Recon, dated March 16, 2001. Additionally, a survey for the federally listed endangered fairy shrimp species was conducted. A letter dated July 6, 2001 referenced as Focused Survey Results

for the Federally Listed endangered Fairy Shrimp Species at the La Costa Town Center Property in Carlsbad, California (RECON Number 3465B) noted that there were no fairy shrimp present on-site. The biological report identifies that one of the conservation areas, Southeast II, Parcel A, may have indirect impact from the development of the La Costa Town Square and recommends mitigation measures to avoid and minimize potential impacts. Additional mitigation will be required for the impacts to all jurisdictional and non-jurisdictional waters on site.

### Energy and Mineral Resources

Energy will be consumed at the project site in two phases. The first phase is during construction. The second phase addresses energy consumed after the project is completed and is being occupied. Energy consumed during construction is considered to be short-term and is therefore not a significant impact. Energy consumed after occupancy of the project would not have a significant impact, as building construction must comply with Title 24 of the California Administrative Code, which sets forth energy conservation requirements for new construction. Measures related to reducing the demand for automobile fuel would be addressed under the sections dealing with air quality and traffic.

No known mineral resources, other than aggregate, exist on the site.

### Hazards

The project does not involve a significant risk of an explosion based on the types of land uses proposed. The project does have the potential to negatively impact water quality as grease and oils from impervious surfaces, as well as fertilizers and pesticides used for project landscaping, could be carried off-site in drainage waters.

The residential project site has the potential to be inundated in the event of a dam breach of the Stanley A. Mahr reservoir. Utility easements are located on the property. A San Diego Gas and Electric Company 100-foot electrical easement runs in an east-west direction along the northern portion of the residential project site. The potential to exposure to electromagnetic fields (EMF) exist on the site. Future residents of the project and users of the Citywide and local trails within the utility easement could be exposed to EMF.

The project is proposed where existing and proposed surrounding developments would eliminate the potential for significant fire hazards, as the fuel source would be removed. If this project were developed prior to the adjacent project, the project would incorporate brush management/fuel modifications zoned at the perimeters of the development to reduce the risk of exposure to wildfire.

### Noise

Noise associated with the loading dock and truck deliveries and HVAC equipment could affect existing and proposed residential areas. Traffic associated with Rancho Santa Fe Road and La Costa Avenue would result in significant noise impacts associated with the proposed residences. Mitigation measures which would reduce the impacts to a level of less than significant have been identified in a noised report entitled La Costa Town Center Project Environmental Noise Assessment, Pacific Noise Control, dated March 14, 2001.

## Public Service and Utilities and Services Systems

The project will have an impact of public services, which would be mitigated by the payment of development services fees.

## Aesthetics

The project site is in its natural state except for the old Rancho Santa Fe Road alignment, which passes through the northern quarter of the site, which is currently being regraded for the new Rancho Santa Fe Road alignment. The proposed grading of the site would alter the sites topography which may create a significant visual impact. An analysis of the potential visual impacts of the proposed development is needed. A visual simulation of the terrain with the proposed maximum height of buildings may be needed to analyze the potential impacts.

Development of the site would also generate new sources of light and glare. Lighting should be directed downward as to not significantly impact adjacent properties.

## Cultural Resources

A Cultural resources update was prepared for the project site that summarized the three archaeological sites on the project site. Two of the sites were determined to be not significant and the third was found to be potentially significant. The third site, after further evaluation, was determined not to be an important archaeological resource area under CEQA. No further work was recommended for this resource.

The project site has the potential to produce significant paleontological resources. Mitigation measures have been recommended which if incorporated into the project would reduce the impacts to a level below significant.

## Recreational

Demand for park facilities created by the development would be satisfied by the payment of park-in-lieu fees.

## Mandatory Findings of Significance

The project has the potential to significantly degrade the quality of the environment specifically with regard to impacts upon water quality and native habitat. Project impacts must be assessed with past, present, and future projects to determine if significant cumulative impacts would result.

Several potential environmental impacts identified in the initial study such as Landuse, Geology, Water, Air Quality, Transportation, Biological Resources, Noise, and Aesthetics can have substantial adverse effects on human beings and require further analysis to determine if a significant impact would be created.

## III. EARLIER ANALYSES USED

The following documents were used in the analysis of this project and are on file in the City of Carlsbad Planning Department located at 1635 Faraday Avenue, Carlsbad, California, 92008, (760) 602-4600.

1. Final Master Environmental Impact Report for the City of Carlsbad General Plan Update (MEIR 93-01), dated March 1994, City of Carlsbad Planning Department.
2. Review of the Site Development Plan, La Costa Town Center-Commercial Area south of Rancho Santa Fe Road, APN 223-050-68 & 70 and 233-060-31 & 32, La Costa , City of Carlsbad, California and Review of Tentative Map for La Costa Town Center, APN 223-050-70 and 223-060-32, La Costa, City of Carlsbad, California, Geosoils, Inc. Dated March 6, 2001.
3. Hydrology and Hydraulic Study for La Costa Town Center Tentative Map, O'Day Consultants, Inc. dated February 22, 2001
4. La Costa Town Center Project Environmental Noise Assessment, Pacific Noise Control, dated March 14, 2001.
5. Results of a Cultural Resource Update for the La Costa Town Center (RECON No. 3465A), RECON, letter dated February 20, 2001
6. Paleontological Resources, La Costa Town Center, Carlsbad, CA, San Diego Natural History Museum, letter dated February 20, 2001
7. Stanley A Mahr Dam, Dam Breach Analysis and Inundation Study, San Diego County, California, Hunsaker and Associates, dated February 7, 2000. (EIR 98-07)
8. Compilation of Reports La Costa Town Square Carlsbad Tract No CT 91-09, Rancho Santa Fe Road and La Costa Avenue, Carlsbad, CA, Southern California Soils Testing, April 23, 2007.
9. Post Survey Notification – Focused Survey Results for the Coastal California Gnatcatcher on the La Costa Town Square Property, Carlsbad CA, Recon November 3, 2006
10. Jurisdictional Delineation of the La Costa Town Square Property, Glen Lukos Associates, June 23, 2006.
11. Biological Technical Report for the La Cowta Town Square Property, Carlsbad CA, Recon, June 28, 2006.

#### LIST OF MITIGATING MEASURES

#### ATTACH MITIGATION MONITORING PROGRAM



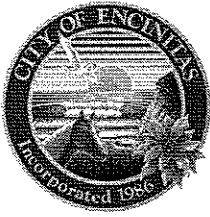
APPLICANT CONCURRENCE WITH MITIGATION MEASURES

THIS IS TO CERTIFY THAT I HAVE REVIEWED THE ABOVE MITIGATING MEASURES AND  
CONCUR WITH THE ADDITION OF THESE MEASURES TO THE PROJECT.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature





## *City of Encinitas*

September 11, 2007

Mr. Van Lynch  
Carlsbad Planning Department  
1635 Faraday Avenue  
Carlsbad, CA 92008

**SUBJECT: Notice of Preparation for the La Costa Town Square Draft EIR**

Dear Mr. Lynch:

The City of Encinitas appreciates the opportunity to comment on the above-referenced Notice of Preparation. Staff's comments are provided as follows:

1. The traffic impact study for the Draft EIR should size the study area per the following SANDAG criteria:
  - All local roadway segments, intersections, and mainline freeway locations where the proposed project will add 50 or more peak-hour trips in either direction to the existing roadway traffic.

The study area should include intersections and segments within the City of Encinitas that satisfy these criteria.

2. The study area should assess potential shifts in background and project traffic associated with possible lane reductions on La Costa Avenue between El Camino Real and Rancho Santa Fe Road. A lane reduction on La Costa Avenue has the potential to divert traffic (including La Costa Town Square project traffic) from La Costa Avenue onto Rancho Santa Fe Road and into the City of Encinitas.
3. The Draft EIR should evaluate outdoor lighting impacts on dark skies within surrounding communities. It is recommended that outdoor commercial lighting be required to utilize full-cutoff fixtures as defined by the Illuminating Engineering Society of North America.

Mr. Van Lynch  
Carlsbad Planning Department  
Page 2 of 2

Should you have any questions regarding the above comments, please contact me at 633-2692 or Nestor Mangohig (Traffic Engineering Division) at 943-2298.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Vurbeff". The signature is fluid and cursive, with the first name "Scott" and last name "Vurbeff" clearly distinguishable.

Scott Vurbeff  
Environmental Coordinator

cc: Dave DeCordova, Principal Planner

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
[www.nahc.ca.gov](http://www.nahc.ca.gov)  
[ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



August 2, 2007

AUG 2007  
Planning Department  
City of  
Carlsbad

Mr. Van Lynch

**CITY OF CARLSBAD**

1635 Faraday Avenue  
Carlsbad, CA 92008-7314

Re: SCH# 2003041159: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for La Costa Town Square, City of Carlsbad, San Diego County, California

Dear Mr. Lynch:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
  - If a part or the entire (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded in or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
  - \* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
  - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

\* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this

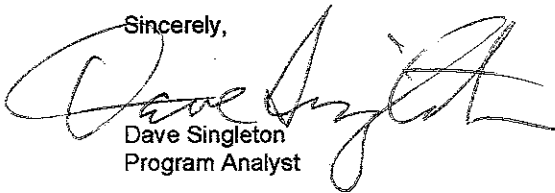
Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

## Native American Contacts

San Diego County

August 2, 2007

San Pasqual Band of Mission Indians  
Allen E. Lawson, Chairperson  
PO Box 365 Diegueno  
Valley Center, CA 92082  
(760) 749-3200  
(760) 749-3876 Fax

Kwaaymii Laguna Band of Mission Indians  
Carmen Lucas  
P.O. Box 775 Diegueno -  
Pine Valley, CA 91962  
(619) 709-4207

Kumeyaay Cultural Historic Committee  
Ron Christman  
56 Viejas Grade Road Diegueno/Kumeyaay  
Alpine, CA 92001  
(619) 445-0385

Kumeyaay Cultural Repatriation Committee  
Steve Banegas, Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside, CA 92040  
(619) 443-6612  
(619) 443-0681 FAX

Mesa Grande Band of Mission Indians  
Mark Romero, Chairperson  
P.O. Box 270 Diegueno  
Santa Ysabel, CA 92070  
mesagrandeband@msn.com  
(760) 782-3818  
(760) 782-9092 Fax

San Luis Rey Band of Mission Indians  
Russell Romo, Chairman  
12064 Old Pomerado Road Luiseno  
Poway, CA 92064  
(858) 748-1586

Kumeyaay Cultural Heritage Preservation  
Paul Cuero  
36190 Church Road, Suite 5 Diegueno/ Kumeyaay  
Campo, CA 91906  
(619) 478-9046  
(619) 478-9505  
(619) 478-5818 Fax

San Luis Rey Band of Mission Indians  
Mark Mojado, Cultural Resources  
1889 Sunset Drive Luiseno  
Vista, CA 92081 Cupeno  
(760) 724-8505  
(760) 586-4858 (cell)

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed CSCH#2003041159; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for La Costa Town Square; City of Carlsbad; San Diego County, California.

**Native American Contacts**  
San Diego County  
August 2, 2007

Clint Linton  
P.O. Box 507  
Santa Ysabel , CA 92070  
(760) 803-5694  
cjlinton73@aol.com

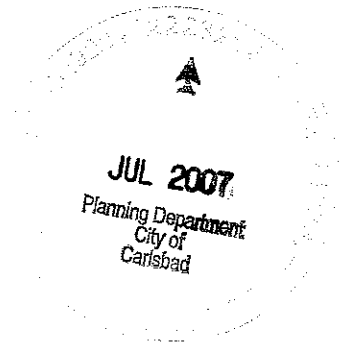
Diegueno/Kumeyaay

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed CSCH#2003041159; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for La Costa Town Square; City of Carlsbad; San Diego County, California.





July 20, 2007

Mr. Van Lynch  
City of Carlsbad  
Planning Department  
1635 Faraday Avenue  
Carlsbad, CA 92008-7314

RE: Re-circulated NOP for a DEIR for the La Costa Town Square Project

Dear Mr. Lynch:

Thank you for the opportunity to review the re-circulated Notice of Preparation (NOP) of a Draft Environmental Impact Report for the proposed La Costa Town Square, a mixed use project on 81.8 acres generally located on the northeast corner of Rancho Santa Fe Road and La Costa Avenue and will contain a shopping center, cinema, warehouse, and a variety of housing units.

NCTD has provided the City with comments on this project several times in the past, most recently in a May 16, 2005 letter the last time the NOP was circulated. Since several of the comments in that letter still do not appear to be addressed in this project's design, I will reiterate those previous comments below.

#### **REQUESTED BUS STOP & OTHER IMPROVEMENTS**

After reviewing the site design plan included in the NOP, NCTD requests that the developer make infrastructure improvements at several current and future bus stop locations that would serve this development. This request is made due to the likely number of transit passengers which will be generated from this type and size of development. These locations are at:

- **Westbound La Costa Avenue @ 80-feet west of the Calle Timiteo intersection.**  
Specific improvements that should be designed and built at this location include:
  1. **ADA-Compliant Boarding Pad** –An ADA-compliant boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should be 10-feet wide from the face of the curb by 24-feet long. It is important that this pad be on as level ground as possible to facilitate easy wheelchair access. If the proposed sidewalk on the north side of La Costa Avenue is 5-foot wide and directly adjacent to the curb, then only an additional 5-feet in width of concrete should be poured behind the sidewalk for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for

sidewalks. Specific information on the design of the boarding pad has been included with this letter.

2. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the owner should install a new 13-foot long, **brown** Tolar non-advertising shelter with matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. It is important to note that the City of Carlsbad prefers **brown**, and not the NCTD standard blue color for its shelters. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have the "Transit Shelter Security Light" manufactured by Solar Outdoor Lighting in it. Information on the Tolar shelter, with or without a solar light, has been included with this letter. This information also illustrates where the Tolar shelter should be installed on the concrete boarding pad.
  3. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).
- **Westbound La Costa Avenue @ 150-feet east of the Rancho Santa Fe Road intersection.** Specific improvements that should be designed and built at this location include:
    4. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).
  - **Northbound Rancho Santa Fe Road @ 80-feet north of the La Costa Avenue intersection.** Specific improvements that should be designed and built at this location include:
    5. Bus Turnout – Due to the high speed and volume of vehicular traffic on Rancho Santa Fe Road, a new bus turnout should be built at this location to prevent buses from blocking a through lane during the loading and unloading of passengers. A new concrete bus turnout should be constructed such that the approach taper begins about 10-feet north of the La Costa Avenue intersection and extends northward. The entire turnout should measure at least 160-feet in

length and must meet all NCTD requirements. Dimensions for the bus turnout and pavement composition have been included with this letter.

6. ADA-Compliant Boarding Pad – At the front (north) end of the berth area of the bus turnout, an ADA-compliant boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should be 10-feet deep from the face of the curb by 24-feet long. It is important that this pad be on as level ground as possible to facilitate easy wheelchair access. Information of this pad dimensions has been included with this letter. If the proposed sidewalk on the east side of Rancho Santa Fe Road is 5-foot deep and directly adjacent to the curb, then only an additional 5-feet in depth of concrete should be poured behind the sidewalk for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Specific information on the design of the boarding pad has been included with this letter.
7. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the owner should install a new 13-foot long, **brown** Tolar non-advertising shelter with matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. It is important to note that the City of Carlsbad prefers **brown**, and not the NCTD standard blue color for its shelters. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have the “Transit Shelter Security Light” manufactured by Solar Outdoor Lighting in it. Information on the Tolar shelter, with or without a solar light, has been included with this letter. This information also illustrates where the Tolar shelter should be installed on the concrete boarding pad.
8. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).
- Northbound Rancho Santa Fe Road @ 80-feet north of the “Secondary Access” driveway. Specific improvements that should be designed and built at this location include:
  9. Bus Turnout – Due to the high speed and volume of vehicular traffic on Rancho Santa Fe Road, a new bus turnout should be built at this location to prevent buses from blocking a through lane during the loading and unloading of passengers. A new concrete bus turnout should be constructed such that the

approach taper begins about 10-feet north of the "Secondary Access" driveway intersection and extends northward. The entire turnout should measure at least 160-feet in length and must meet all NCTD requirements. Dimensions for the bus turnout and pavement composition have been included with this letter.

10. ADA-Compliant Boarding Pad –At the front (north) end of the berth area of the bus turnout, an ADA-compliant boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should be 10-feet deep from the face of the curb by 24-feet long. It is important that this pad be on as level ground as possible to facilitate easy wheelchair access. Information of this pad dimensions has been included with this letter. If the proposed sidewalk on the east side of Rancho Santa Fe Road is 5-foot deep and directly adjacent to the curb, then only an additional 5-feet in depth of concrete should be poured behind the sidewalk for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Specific information on the design of the boarding pad has been included with this letter.
11. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the owner should install a new 13-foot long; **brown** Tolar non-advertising shelter with matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. It is important to note that the City of Carlsbad prefers **brown**, and not the NCTD standard blue color for its shelters. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have the "Transit Shelter Security Light" manufactured by Solar Outdoor Lighting in it. Information on the Tolar shelter, with or without a solar light, has been included with this letter. This information also illustrates where the Tolar shelter should be installed on the concrete boarding pad.
12. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).
- Northbound Rancho Santa Fe Road @ 80-feet north of the Paseo Lupino driveway. Specific improvements that should be designed and built at this location include:
  13. ADA-Compliant Boarding Pad –An ADA-compliant boarding pad should be constructed so that wheelchair passengers can load and unload safely. This

concrete pad should be 10-feet wide from the face of the curb by 24-feet long. It is important that this pad be on as level ground as possible to facilitate easy wheelchair access. If the proposed sidewalk on the east side of Rancho Santa Fe Road is 5-foot wide and directly adjacent to the curb, then only an additional 5-feet in depth of concrete should be poured behind the sidewalk for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Specific information on the design of the boarding pad has been included with this letter.

14. Passenger Waiting Bench – Due to the higher passenger demand that this development is likely to generate, the developer should install a new 8-foot long, **brown** Wabash Valley wire-grill, non-advertising bench with back (model # PP307D) and a third center leg centered and at the rear of the above mentioned ADA-compliant boarding pad. It is important to note that the City of Carlsbad prefers **brown**, and not the NCTD standard blue color for its benches. Information on the Wabash Valley bench has also been included with this letter.

15. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).

16. Solar Bus Stop Light – To ensure the bus stop is well lit in the early morning and late evenings, the developer should install an On-Demand Solar Bus Stop Light from National Solar Technologies on the northwest corner of the above mentioned ADA-compliant boarding pad. Information on the light and pole can be obtained by calling (800) 310-7413 x108 or going online at [www.nationalsolaronline.com](http://www.nationalsolaronline.com).

- **Southbound Rancho Santa Fe Road @ 80-feet south of the Paseo Lupino driveway.** Specific improvements that should be designed and built at this location include:

17. Bus Turnout – Due to the high speed and volume of vehicular traffic on Rancho Santa Fe Road, a new bus turnout should be built at this location to prevent buses from blocking a through lane during the loading and unloading of passengers. A new concrete bus turnout should be constructed such that the approach taper begins about 10-feet north of the Paseo Lupino intersection and extends northward. The entire turnout should measure at least 160-feet in length and must meet all NCTD requirements. Dimensions for the bus turnout and pavement composition have been included with this letter.

18. ADA-Compliant Boarding Pad –At the front (south) end of the berth area of the bus turnout, an ADA-compliant boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should be 10-feet deep from the face of the curb by 24-feet long. It is important that this pad be on as level ground as possible to facilitate easy wheelchair access. Information of this pad dimensions has been included with this letter. If the proposed sidewalk on the west side of Rancho Santa Fe Road is 5-foot deep and directly adjacent to the curb, then only an additional 5-feet in depth of concrete should be poured behind the sidewalk for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Specific information on the design of the boarding pad has been included with this letter.
19. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the owner should install a new 13-foot long, **brown** Tolar non-advertising shelter with matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. It is important to note that the City of Carlsbad prefers **brown**, and not the NCTD standard blue color for its shelters. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have the "Transit Shelter Security Light" manufactured by Solar Outdoor Lighting in it. Information on the Tolar shelter, with or without a solar light, has been included with this letter. This information also illustrates where the Tolar shelter should be installed on the concrete boarding pad.
20. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a **brown** Wabash Valley trash receptacle (model # LR300) with a 32 gallon liner (model # LR310), a **brown** domed lid (model # DT100), and a surface mount post package (model # LR105). Information on the Wabash Valley trash receptacle can be obtained by calling (800) 253-8619 or going online at [www.wabashvalley.com](http://www.wabashvalley.com).

Once the City's review of the eventual development application has been completed, please send a list of the conditions of approval (which are sent to the developer) to NCTD for our files. And once the developer is ready to install these facilities, please have them contact me so our transportation services staff can review the siting of the improvements to ensure compliance with the ADA.

It is also important to note that all bus stop facilities (i.e. benches, shelters, trash cans) will be purchased, installed and maintained by the developer or property owner. The developer/property owner shall also be responsible for the upkeep of the bus stops

themselves. NCTD will be responsible for the installation and maintenance of all bus stop signage.

Thank you again for the opportunity to review the NOP for this project. If you have any questions regarding my comments, please contact me at (760) 966-6546 or email me at [kluhrsen@nctd.org](mailto:kluhrsen@nctd.org). I would also be pleased to review any plan modifications once they have been generated to ensure the changes will meet the needs of the Transit District and our bus passengers.

Sincerely,

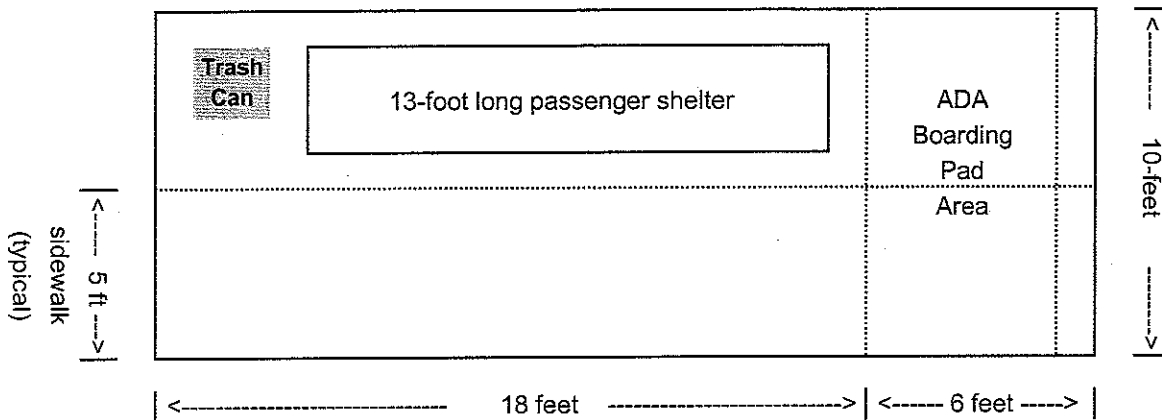
A handwritten signature in cursive script that reads "Kurt Luhrsen".

Kurt Luhrsen  
Principal Planner

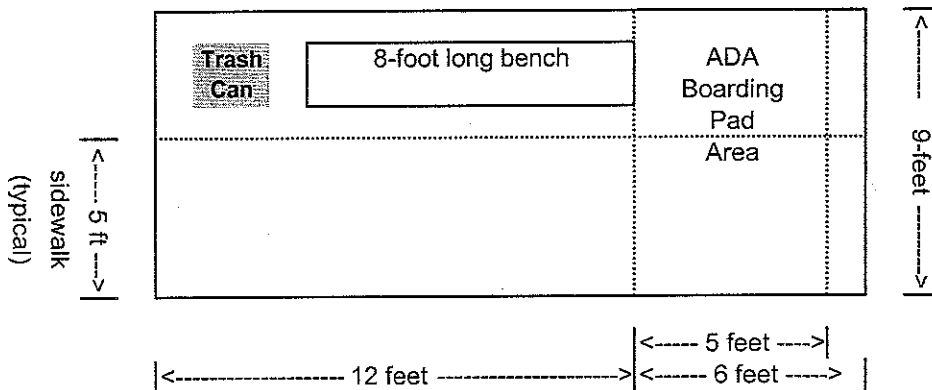
Attachments

# NCTD's Bus Stop Pad Dimensions

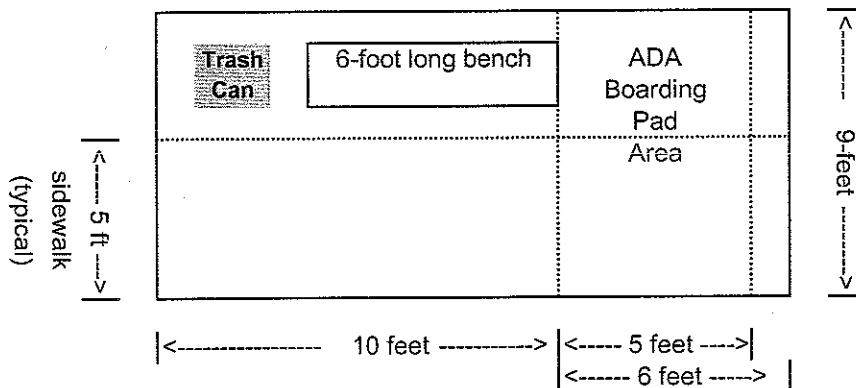
## OPTION 1: Desired Shelter Pad Dimension for a 13-foot Shelter



## OPTION 2: Desired Bench Pad Dimension for an 8-foot Bench



## OPTION 3: Desired Bench Pad Dimension for a 6-foot Bench



NOTE 1: The minimum pad depth (from face of curb) to be compliant with the Americans with Disabilities Act (1990) is 8-feet.

NOTE 2: No street furniture (benches, shelters, or trash cans) should be installed within 2 1/2 feet of the curb to avoid being hit by passing buses or trucks.



## Street Furniture

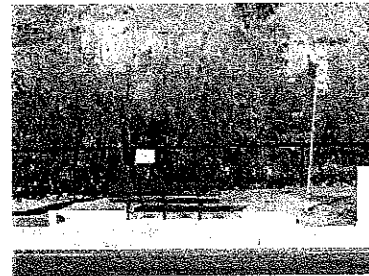
In attempts to standardize the look of street furniture, we have chosen specific benches and shelters to be installed at NCTD bus stops. All new stops should incorporate 13-foot Tolar non-advertising shelters with a dome roof, or Wabash Valley metal benches. If the requested bus stop locations are not currently lit (i.e. located under or near a streetlight) we would also request that a solar panel be installed on the bus shelter to light the structure at night.

Developers are required to purchase, install and clean all bus benches and shelters. NCTD recommends that developers and the eventual owner/operator are required to clean all bus benches and shelters installed as part of their development. These bus stop facilities typically are dedicated to the Jurisdiction. Replacement of bus stop facilities are typically the responsibility of NCTD and the Jurisdiction though this varies with each Jurisdiction.

NCTD understands that in some cases the installation of a custom bench or shelter is desirable. District staff does not discourage the use of custom facilities, although all designs MUST be approved by NCTD staff prior to installation.

### Bus Stops with Benches

- Wabash Valley 8-foot metal bench with back & 3rd center leg
- Model number PP307D (surface mounted legs)
- Royal Blue in color\*
- Wabash Valley Manufacturing, Inc.  
P.O. Box 5, 505 E. Main Street  
Silver Lake, IN 46982  
1-800-253-8619  
[www.wabashvalley.com](http://www.wabashvalley.com)



### Bus Stops with Shelters

- Tolar 9-foot, 13-foot or 17-foot dome roof non-advertising shelter (size to be specified by NCTD)\*\*
- Model 9NALD-PM NCTD Drawing Number 3345
- Model 13NALD-PM NCTD Drawing Number 3343
- Model 17NALD-PM NCTD Drawing Number 3346
- Solar panels for lighting
- Wire grill bench with vagrant bars
- Signal Blue in color (RAL 5005)\*
- Tolar Manufacturing Company, Inc.  
258 Mariah Circle  
Corona, CA 92879  
1-800-339-6165  
[www.tolarmfg.com](http://www.tolarmfg.com)



\* Check with City staff, as some jurisdictions prefer the use of other colors.

\*\* In some cases, the Tolar shelter is not preferred. Check with City staff, as some jurisdictions prefer that shelters be designed to meet neighborhood or community architectural themes.

## **Bus Turnouts**

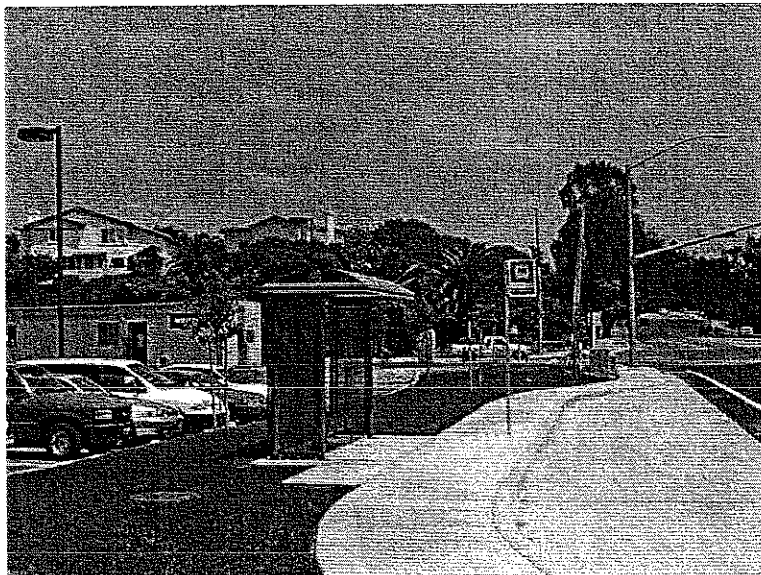
Bus turnouts are widened sections of roadway designed for buses to pull out of the traffic stream. In cases where there are no parking or right-turn lanes or where traffic speeds or passenger boardings/bus volumes are high, a bus turnout may be necessary. Bus turnouts should be considered at a location when the following factors are present:

- Traffic in the curb lane exceeds 250 vehicles during the peak hour,
- Traffic speed is greater than 40 mph,
- Bus volumes are 10 or more at peak hour period on the roadway,
- Passenger volumes exceed 25 boardings an hour,
- Potential for auto/bus conflict warrants separation of transit and passenger vehicles,
- History of repeated traffic and/or pedestrian accidents at stop location, and
- Sight distances (i.e., hills, curves) prevent traffic from stopping safely behind a stopped bus.

NCTD staff can provide more information regarding when construction of a bus turnout is necessary.

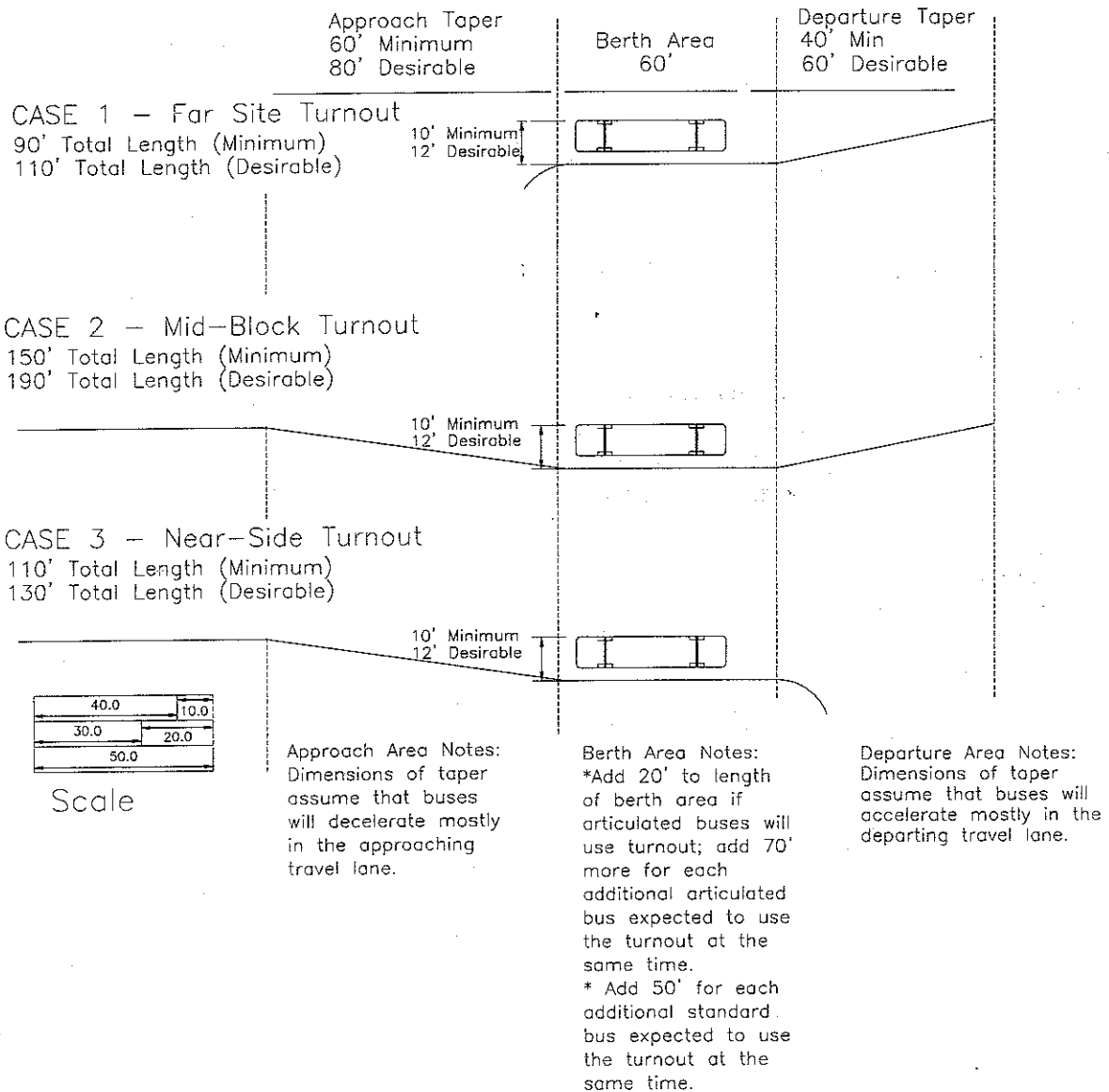
## **Concrete Bus Pads at Bus Turnouts**

NCTD recommends that concrete bus pads be installed at all bus turnouts to reduce road maintenance (see Case III on page 11). This will reduce the amount of necessary street maintenance due to pavement damage at bus stops.



# BUS TURNOUTS

## Bus Turnouts

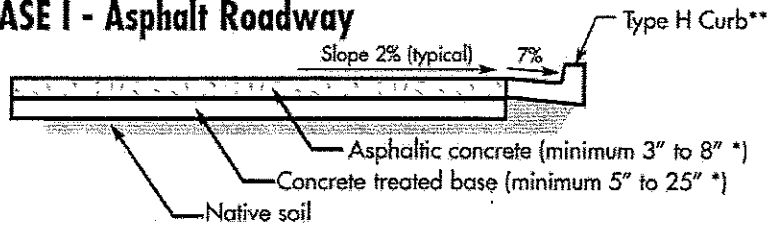


# PAVEMENT COMPOSITION

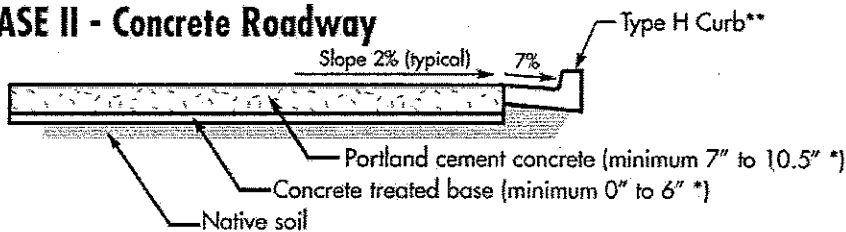
For streets suitable for regular use by buses

Scale 1" = 4'

## CASE I - Asphalt Roadway

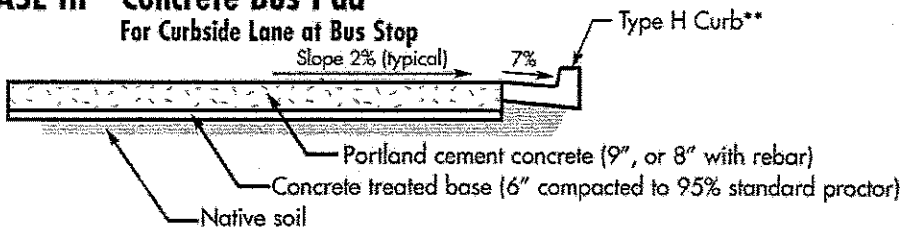


## CASE II - Concrete Roadway



## CASE III - Concrete Bus Pad

For Curbside Lane at Bus Stop



### Note:

\* Thickness of layers depends upon average daily traffic volume and resistance value of native soil.

\*\* Type G curb is acceptable on collector streets.



## San Diego County Archaeological Society, Inc.

Environmental Review Committee

30 July 2007



To: Mr. Van Lynch  
Planning Department  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad, California 92008-7314

Subject: Notice of Preparation of a Draft Environmental Impact Report  
La Costa Town Square  
EIR 01-02

Dear Mr. Lynch:


Thank you for the Notice of Preparation for the subject project, which was received by this Society earlier this month.

We are pleased that cultural resources have been included in the list of subject areas to be addressed in the DEIR. In order to permit us to review the cultural resources aspects of the project, please include us in the distribution of the DEIR when it becomes available for public review. Also, in order to facilitate our review, we would appreciate being provided with one copy of the cultural resources technical report(s) along with the DEIR.

We note, in the cultural resources discussion in the initial study, that three archaeological sites on the project site were previously determined to not be significant. As a condition of project approval, any recovered cultural material should be curated at a facility meeting the standards of the State Historical Resources Commission's *Guidelines for the Curation of Archaeological Collections*, dated May 7, 1993. Also, the potential need for archaeological monitoring of grading and similar excavation should be addressed in the DEIR.

SDCAS appreciates being included in the environmental review process for this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

August 14, 2007

File Number 3003900

Mr. Van Lynch  
City of Carlsbad  
Planning Department  
1635 Faraday Avenue  
Carlsbad, CA 92008-7314

Dear Mr. Lynch:

SUBJECT: Notice of Preparation of a Draft EIR for the La Costa Town Square Project

Thank you for the opportunity to review the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the La Costa Town Square Project.

Our comments, which are based on policies included in the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), are submitted from a regional perspective emphasizing the need for land use and transportation coordination.

In addition, SANDAG, as the designated Congestion Management Agency for the San Diego region, must ensure appropriate mitigation of significant new large project impacts on the Congestion Management Program (CMP) system through use of congestion management strategies (CMP roadway or transit improvements and/or non-traditional approaches, such as transportation demand management). This project is also situated along Rancho Santa Fe Road and La Costa Avenue, both of which are part of the Regional Arterial System.

#### Transportation and Travel Demand

The NOP acknowledges that there will be potentially significant impacts on air quality due to the volume of trips that will be generated by this project. The NOP also recognizes that the project will have a potentially significant impact on circulation. Accordingly, a number of mitigation measures will be recommended in the Final Master Environmental Impact Report. SANDAG asks that the DEIR specifically describe such mitigation measures, and that the following measures be addressed in order to encourage the use of alternative modes of transportation and minimize the number of auto trips generated by this development:

#### MEMBER AGENCIES

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

#### ADVISORY MEMBERS

Imperial County  
California Department  
of Transportation  
Metropolitan Transit System  
North San Diego County  
Transit Development Board  
United States  
Department of Defense  
San Diego  
Unified Port District  
San Diego County  
Water Authority  
Mexico

- Transportation demand management strategies, such as establishment of a transit pass program among residents and employers in the development;
- Provision of bicycle facilities to encourage bicycle trips to and from the development, such as bike lanes on La Costa Avenue and through the development, and bike racks.

In addition, the NOP should consider how site design could encourage a greater percentage of trips via bicycle, walking, or transit rather than auto trips. Specifically, the following should be considered:

- Designing both the retail and residential portions of the development to be pedestrian-friendly, and providing safe pedestrian connections to access transit, including ADA-compliant sidewalks throughout;
- Providing dedicated pathways for bicycles and pedestrians to connect the residential portion of the development to the commercial portion.

Finally, because of the significant impacts that will likely result from the volume of trips that this project will generate, fair share contribution toward regional transportation improvements such as Bus Rapid Transit on El Camino Real and managed lanes on Interstate 5 may be required of this project.

#### Environment

The NOP acknowledges that a Habitat Conservation Plan/Ongoing Multi-Species Plan was approved for the project site, and that there are potentially significant impacts to endangered, threatened, or rare species or their habitats. SANDAG asks that the DEIR explain these impacts and how they will be mitigated.

We appreciate notification on the La Costa Town Square DEIR and request that you keep us informed of any changes in the project.

If you have any questions, please feel free to call me at (619) 699-1944 or e-mail me at [ccl@sandag.org](mailto:ccl@sandag.org).

Sincerely,



COLEEN CLEMENTSON  
Principal Regional Planner

CCL/CEA/ais

cc: Kurt Luhrsen, NCTD



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

Notice of Preparation

July 24, 2007

To: Reviewing Agencies  
Re: La Costa Town Square  
SCH# 2003041159



Attached for your review and comment is the Notice of Preparation (NOP) for the La Costa Town Square draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

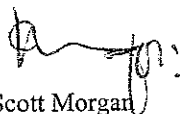
Please direct your comments to:

Van Lynch  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad, CA 92008-7314

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2003041159  
**Project Title** La Costa Town Square  
**Lead Agency** Carlsbad, City of

---

**Type** NOP Notice of Preparation

**Description** The proposed La Costa Town Center involves the construction and operation of a mixed-use project that includes 393,100 square feet of retail uses, a 9.7 acre Multi-Family development site, and 64 single-family detached residential units.

---

**Lead Agency Contact**

<b>Name</b>	Van Lynch	
<b>Agency</b>	City of Carlsbad	
<b>Phone</b>	(760) 602-4613	<b>Fax</b>
<b>email</b>	vlync@ci.carlsbad.ca.us	
<b>Address</b>	1635 Faraday Avenue	
<b>City</b>	Carlsbad	<b>State</b> CA <b>Zip</b> 92008-7314

---

**Project Location**

**County** San Diego  
**City** Carlsbad  
**Region**  
**Cross Streets** Rancho Santa Fe Road, La Costa Avenue  
**Parcel No.**  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** I-5  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

---

**Project Issues** Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Water Quality; Landuse; Noise; Public Services; Traffic/Circulation

---

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Other Agency(ies)

---

**Date Received** 07/24/2007 **Start of Review** 07/24/2007 **End of Review** 08/22/2007

Resources Agency

- ☒ Resources Agency  
Nadell Gayou
- ☐ Dept. of Boating & Waterways  
David Johnson
- ☐ California Coastal Commission  
Elizabeth A. Fuchs
- ☐ Colorado River Board  
Gerald R. Zimmerman
- ☐ Dept. of Conservation  
Sharon Howell
- ☐ California Energy Commission  
Paul Richins
- ☐ Dept. of Forestry & Fire Protection  
Allen Robertson
- ☒ Office of Historic Preservation  
Wayne Donaldson
- ☒ Dept. of Parks & Recreation  
Environmental Stewardship Section
- ☐ Reclamation Board  
DeeDee Jones
- ☐ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- ☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou
- ☐ Conservancy
- Fish and Game
- ☐ Dept. of Fish & Game  
Scott Flint  
Environmental Services Division
- ☐ Fish & Game Region 1  
Donald Koch
- ☐ Fish & Game Region 1E  
Laurie Harnsberger

- ☐ Fish & Game Region 2  
Banky Curtis
- ☐ Fish & Game Region 3  
Robert Floerke
- ☐ Fish & Game Region 4  
Julie Vance
- ☒ Fish & Game Region 5  
Don Chadwick  
Habitat Conservation Program
- ☐ Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- ☐ Fish & Game Region 6 IM  
Gabrina Gatchel  
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M  
George Isaac  
Marine Region

Other Departments

- ☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- ☐ Dept. of General Services  
Public School Construction
- ☐ Dept. of General Services  
Robert Slepny  
Environmental Services Section
- ☐ Dept. of Health Services  
Veronica Malloy  
Dept. of Health/Drinking Water
- Independent Commissions/Boards
- ☐ Delta Protection Commission  
Debby Eddy
- ☐ Office of Emergency Services  
Dennis Castrillo
- ☐ Governor's Office of Planning & Research  
State Clearinghouse
- ☒ Native American Heritage Comm.  
Debbie Treadway

- ☐ Public Utilities Commission  
Ken Lewis
- ☐ Santa Monica Bay Restoration  
Guangyu Wang
- ☐ State Lands Commission  
Jean Sarino
- ☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques
- Business, Trans & Housing
- ☐ Caltrans - Division of Aeronautics  
Sandy Heshard
- ☐ Caltrans - Planning  
Terri Pencovic
- ☒ California Highway Patrol  
Shirley Kelly  
Office of Special Projects
- ☐ Housing & Community Development  
Lisa Nichols  
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1  
Rex Jackman
- ☐ Caltrans, District 2  
Marcelino Gonzalez
- ☐ Caltrans, District 3  
Jeff Pulverman
- ☐ Caltrans, District 4  
Tim Sable
- ☐ Caltrans, District 5  
David Murray
- ☐ Caltrans, District 6  
Marc Bimbaum
- ☐ Caltrans, District 7  
Cheryl J. Powell

- ☐ Caltrans, District 8  
Dan Kopulsky
- ☐ Caltrans, District 9  
Gayle Rosander
- ☐ Caltrans, District 10  
Tom Dumas
- ☒ Caltrans, District 11  
Mario Orso
- ☐ Caltrans, District 12  
Bob Joseph

Cal EPA

- ☐ Air Resources Board
- ☐ Airport Projects  
Jim Lerner
- ☐ Transportation Projects  
Ravi Ramalingam
- ☐ Industrial Projects  
Mike Tollstrup
- ☐ California Integrated Waste Management Board  
Sue O'Leary
- ☐ State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- ☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- ☐ State Water Resources Control Board  
Steven Herrera  
Division of Water Rights
- ☐ Dept. of Toxic Substances Control  
CEQA Tracking Center
- ☐ Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- ☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- ☐ RWQCB 3  
Central Coast Region (3)
- ☐ RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- ☐ RWQCB 5S  
Central Valley Region (5)
- ☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- ☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- ☐ RWQCB 6  
Lahontan Region (6)
- ☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- ☐ RWQCB 7  
Colorado River Basin Region (7)
- ☐ RWQCB 8  
Santa Ana Region (8)
- ☒ RWQCB 9  
San Diego Region (9)

Other San Diego River Conservancy

July 21, 2007

Mr. Van Lynch  
Senior Planner  
City of Carlsbad Planning Dept.  
1635 Faraday Ave.  
Carlsbad, CA 92008-7314



RE: EIR 01-02-La Costa Town Square

Dear Sir:

I am writing in response to the revised Notice of Preparation dated June 29, 2007 that you mailed to me. While I am sure many of my neighbors will express similar concerns and objections, I felt obligated to add my voice to theirs and to commit it to writing.

First of all, when I chose to buy my house at 7450 Esfera St. approximately 2 years ago, I did so because I liked the established residential atmosphere. This seemed like a quiet, nice place to live and Carlsbad had a good reputation. I left the Clairemont section of San Diego to get away from noise, congestion, and traffic. I might further add that when I moved to California 7 years ago, I chose to live in San Diego county and NOT Orange county for similar reasons. In light of increasing development in the La Costa area, I am afraid that I may have made a poor choice, lacking the foresight to realize that this area would soon come to resemble exactly what I wished to avoid. In reviewing the proposed details of the La Costa Town square development it would not be overstating the case to say that I am shocked and overwhelmed at the size and scope of the project. It is a huge project, not at all in keeping with the general atmosphere of the surrounding area. Most of the large commercial developments in the vicinity are concentrated along the El Camino Real corridor or in other areas in which they seem more fitting and appropriate. To have a project of this size so close to already established residential neighborhoods seems out of place. I am deeply concerned about the effect such a project might have on my quality of life and the value of my property. Had I known such a project was in the offing, I might well have considered living elsewhere.

To be more specific, undoubtedly the noise we can anticipate from the construction of the project would be more than just a minor annoyance. We have already been subjected to the deafening roar of large construction vehicles for the past year or so as a result of the ongoing realignment of Rancho Santa Fe Rd. and filling-in and grading on the parcel of land along the NW corner of the intersection of Rancho Santa Fe Rd. and La Costa Ave. On many occasions the construction vehicles began work before 7 am much to my consternation. Once the project is complete we can only anticipate more noise from the increased traffic, both car and truck, as well as the potential for noise from unruly youngsters congregating at the movie theater and racing their unmuffled cars up and down the street. Which leads to my next point...security and crime. It doesn't take a genius to see that shopping centers attract criminals seeking victims whether they be the

retail establishments or those who frequent them. In perusing the local paper I have noticed the relative infrequency of crime and vehicle thefts in the La Costa area in contrast to the relative frequency of criminal activities in downtown Carlsbad and the neighborhood near the major shopping centers. Rancho Santa Fe Rd. has already become a major thoroughfare bringing people from Oceanside, Vista, San Marcos and elsewhere into our neighborhood. The increase in traffic in the last year has been significant, noticeable, and disturbing. The new developments already under construction will clearly add to this. This development would be the "straw that broke the camel's back". Rancho Santa Fe Rd. has become practically a miniature freeway. The intersection with La Costa Ave. is, at times, almost impassable as well as dangerous because of drivers who choose to ignore traffic signals. In addition to the concern over the increased volume of traffic and concomitant noise, I am also concerned that frustrated drivers would begin to use the sidestreets (Camino Junipero, Cadencia, and Esfera) as a cutthrough, exacerbating an already disturbing trend of speeding drivers on residential streets. Finally, based on the prior meeting held at one of my neighbor's homes last year, I had understood that the triangular parcel of land on the west side of Rancho Santa Fe Rd. was intended to be made into an office building of limited size. According to the revised NOP this parcel is slated to be used for multi-family dwellings. I do not believe such high density housing is appropriate or in keeping with the surrounding neighborhood. There are apartment complexes as one heads east on La Costa Ave. past the intersection of Rancho Santa Fe Rd. Perhaps somewhere on that section of La Costa Ave. might be a better place to locate this portion of the project.

Having expressed my concerns, let me say that if it turns out that the project is bound to proceed over and against any objection raised by people such as myself, I would at least hope that some consideration is given to limiting the size and scope of the project. There are already enough shopping centers nearby and God knows we don't need to squeeze in any more houses. It seems that this project is not motivated by any desire to improve the neighborhood, but more by that most basic and most base one...GREED. I would appreciate a response and some assurance that my concerns as well as those of my neighbors will be addressed. Thank you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Burton". The signature is fluid and cursive, with the first name "Don" and last name "Burton" clearly distinguishable.

Don Burton

3011 Garboso Street  
Carlsbad CA 92009  
(760) 942-7237

E-mail : 2xflane@sbcglobal.net  
powerplant5a@sbcglobal.net



August 18, 2007

Van Lynch, Planning Department  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad CA 92008

**Re: La Costa Town Square  
NOTICE OF PREPARATION OF DRAFT EIR 01-02**

Attached are previous comments from 2004. These comments address the proposed entertainment uses, the large retail store, and financial mechanisms for future deterioration of the center.

In addition, the Draft EIR should address the following issues:

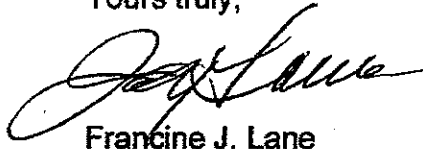
IMPACT	POSSIBLE MITIGATION
Air Quality – cumulative impacts	
Air Quality – micro-climate effects of large shopping center on air movement, moisture and temperature within 5 mile radius due to increased vehicle traffic, paving, and structures.	
Water Demand	Reclaimed water as much as possible; advanced design for plumbing and water fixtures
Trash and Garbage	Recycling
Energy and Electricity Demand	The latest technology for "green building" certification, such as solar voltaic generations, energy-efficient interior lighting, heating and cooling design. The center should become a "showplace" for environmentally sensitive design and construction.
Traffic and Circulation, especially on La Costa Avenue	
Noise (During & after construction)	Abandon plans for outdoor amphitheater
Construction Disruption: Effect on traffic and nearby residences during multi-year grading and building.	

Van Lynch, Carlsbad Planning Department  
August 18, 2007  
Page 2

In addition, there should be wide public notice when the Draft EIR becomes available through news media and direct mail. The potential impact of the large shopping center goes well beyond the local residents.

Finally – as an aside and NOT part of the draft EIR – have the developers considered a different name? There already is a well established "La Costa Town Center" down the hill. Suggestions: names that would incorporate "Rancho La Costa", or Stagecoach (like the nearby park and the history of the site), or a seacoast theme because we are near the ocean.

Yours truly,

A handwritten signature in black ink, appearing to read "Francine J. Lane", written in a cursive style.

Francine J. Lane

Att: December 2004 comments, without attachments

**Van Lynch - EIR 01-02 - La Costa Town Square**

---

**From:** "Meyers" <nlrms@roadrunner.com>  
**To:** <vlync@ci.carlsbad.ca.us>  
**Date:** 08/08/2007 10:48 PM  
**Subject:** EIR 01-02 - La Costa Town Square  
**CC:** <dneu@ci.carlsbad.ca.us>

---

Van and Don:

I have reviewed your NOP dated June 29, 2007 and post-marked July 18, 2007. I am a resident of La Costa Knolls, which is generally located southeast and below the proposed development adjacent to Camino de las Coches. I am particularly interested in two aspects of the project, traffic and the "potential visual impacts" the project may cause from our neighborhood point of view. As to traffic, I would like to obtain copies of the most recent City traffic counts/studies of the intersections of La Costa and Rancho Santa Fe Road and Camino de las Coches and RSFR. I would also like to compare them against the traffic projections performed and used for the Villages of La Costa EIR and see how those projections are comparing against current traffic counts as well as look at the present traffic studies proposed by the La Costa Town Square developer. Eastbound traffic on La Costa at peak periods already significantly backs up. I want to see how the developer intends to mitigate/explain that. In addition, waiting periods out of our neighborhood onto RSFR are significantly increasing and I would like to know how that projects.

Secondly, the rock pile dumped on the site during grading of the Rancho Santa Fe Road construction already can easily be seen from our neighborhood. It is impossible to visualize the vertical height impacts from the documents and descriptions, but I note the building height of the Theme Tower and retail building is as much as 55 feet. The NOC states that "A visual simulation of the terrain with the proposed maximum height of buildings may need to analyze the potential impacts." I would like to know whether the City has required such visual simulations and whether they include visualization from the existing neighborhood point of view. If not, I request that be done, or an explanation of how that can be required as part of the studies.

I look forward to your reply and opportunity to meet with you to go over this and review the documents requested.

Best regards,

Neal Meyers  
3539 Calle Gavanozo  
Carlsbad, Ca. 92009





3011 Garboso Street  
Carlsbad CA 92009  
(760) 942-7237

COPY

E-mail : 2xflame@sbcglobal.net  
powerplant5a@sbcglobal.net

December 7, 2004 / August 18, 2007 (without attachments)

Van Lynch, Planning Department  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad CA 92008

Re: La Costa Town Square

Dear Mr. Lynch,

The following comments are based on my recent review of the files for La Costa Town Square.

**THE PROPOSED ENTERTAINMENT USES ARE INCONSISTENT WITH THE  
SURROUNDING RESIDENTIAL NEIGHBORHOOD.**

The project site is encircled by existing and new housing. Large entertainment uses, such as a movie theater multiplex complex and outdoor amphitheater, are inappropriate in residential neighborhoods. Evening and night amusement attractions will exacerbate problems of traffic, noise, exterior lighting, sign aesthetics, parking lot loitering and potential unsanctioned consumption of alcohol and controlled substances at and near the center.

The developer does not appear to have an automatic right to include such uses in his shopping center. The General Plan-Land Use Element shows the property as "Local Shopping Center". The General Plan guidelines for Local Shopping Centers require a supermarket and drug store as anchor uses, with secondary suggested uses such as restaurants, banks, real estate, personal grooming, fast food, small retail, gas station, cleaners and video retail. However, a multiplex theater is an OPTIONAL use, depending on the site and specific approvals by the city. In this case, such a use is inappropriate.

**THE 100,000 SQUARE FOOT RETAIL STORE MAY BE INAPPROPRIATE  
FOR THE NEIGHBORHOOD; IF IT IS ALLOWED, IT SHOULD BE SUBJECT  
TO STRINGENT CITY CONTROLS.**

The smiting of a large-format retail store, while permissible, is not something the developer can anticipate as a matter of right. The General Plan indicates the following as OPTIONAL uses in a local shopping center: value department store, chain apparel store, volume specialty store and home improvement centers. These are the types of establishments that would require

the proposed 100,000 square feet of space. If such a store is approved, the City and neighborhood will have nothing to say about the choice of tenant – whether it is Nordstrom's, Kohl's, or Wal-Mart. The amount of traffic, noise and air pollution generated by the shopping center will be proportional to the size of the stores.

If the proposed large-format retail store is approved, the City should require a Conditional Use Permit or other mechanisms to protect the surrounding homes and property values.

**INNOVATIVE FINANCIAL MECHANISMS ARE NECESSARY TO PROTECT ADJACENT AND NEARBY PROPERTIES, AND THE CITY, FROM FUTURE DETERIORATION OF THE SHOPPING CENTER.**

The established and new residential neighborhoods that are around and near the shopping center are beautiful. The homeowners have significant property values that have been maintained, in some areas (including mine), for more than a quarter-century.

However, many shopping centers change substantially in less than a decade. Commercial change comes quickly. Land's End becomes Sears, which is then engulfed by K-Mart. Wild Oats, the parent company of Henry's, is in financial trouble. Multiplex theaters have failing attendance. Large indoor malls see gang activity and shootings. What begins as a sparkling shopping center degenerates into rodent-infested vacant buildings surrounded by parking lots covered with weeds and litter.

I have personal experience with this situation from 35 years of residence in another California community. In our area, the new multiplex theater shut down after two years and stood stark and empty across from attractive condominiums. Nearby shopping centers, once new and popular, withered and rotted from a combination of mismanagement and anchor-store ownership changes. Even the local Von's store – a pioneering "superstore" when built – has announced closure. Neighboring residential communities, and the value of their homes, are the victims.

The City of Carlsbad should establish a financial vehicle for the developer to submit a bond or other "insurance" against such deterioration. Communities are developing innovative approaches to protect themselves from the downside of commercial development; these methods should be explored and applied. Perhaps the zoning could revert to a non-commercial or public use if the property becomes a financial or physical drain on the City and its residential neighbors.

**COMMENTS FOR THE DRAFT EIR**

In addition to the usual discussions of traffic, noise, air and water pollution, the following would be helpful:

- A complete discussion of the current General Plan and zoning for the property, including a description of necessary zone changes to accommodate the proposed uses;
- Aerial photographs of the site;
- Aerial photographs of other shopping centers in the La Costa area to compare commercial impacts on residential neighborhoods, including:

*The Forum* (Calle Barcelona); *El Camino Town Center* (SE corner, La Costa & El Camino Real – Von's and Downey Savings); *Plaza Paseo Real* (NW corner, Aviara El Camino Real-Vons); *West Bluff Plaza* (NE corner, Alga and El Camino Real – World Savings); *Sav-on Center* (SE corner, Ranch Santa Fe & La Costa); *Camino de Las Coches Village* (SE corner Rancho Santa Fe & Camino de Las Coches)

- A computer-assisted drawing of the site after the center and all surrounding homes are built.
- Proposals to mitigate the multi-year impact of construction of the site (such as the rumble of heavy dirt-filled trucks; dust; traffic delays; wildlife displacement).

Thank you for your assistance and courtesy when I came to review the files.

Yours truly,

Francine J. Lane



"ernie trujillo" <eatruj@aol.com> 09/13/2007 7:48 AM >>>

Sept. 12, 2007  
City of Carlsbad  
Mr. Van Lynch,  
Senior Planner

Subject: La Costa Town Square  
SCH#2003041159

From: Ernie Trujillo  
2644 La Costa Avenue  
Carlsbad, Ca 92009

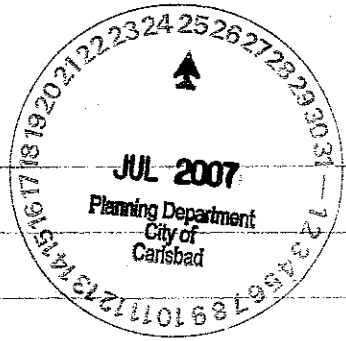
Mr. Lynch, my wife and I purchased our home on La Costa Avenue in 1988 and are members of the La Costa Avenue Safety Committee (LCASC). I am sending this e-mail to you as a concerned resident.

I have reviewed the Notice of Preparation for a Draft Environmental Impact Report for the La Costa Town Square and other related city documents and have the following comments:

1. The project identifies a 2100 seat cinema, 228 residential units, community shopping center, tenant warehouse, two-level parking structure and an estimated 2,354 parking spaces.
2. Current traffic volumes on La Costa Avenue have been reported to vary from 11,000 to 16,200 vehicles per day. I believe this is attributed to the large number of new residential sub-divisions bordering San Marcos/Carlsbad city limits that are adjacent to the re-aligned Rancho Santa Fe Road.
3. I anticipate traffic volumes to increase as more residential sub-divisions under construction along Rancho Santa Fe Road are completed.
4. In addition, the Pronto Beachfront Village project when completed will also contribute traffic on La Costa Avenue.
5. The typical traffic vehicle mix on a non-designated truck route per the city's guidelines is as follows: 1.83% for medium trucks and 0.28% for heavy trucks. Using these percentage times 16,200 ADT equates to a total of 341 trucks on La Costa Avenue in a 24 hour period. Many of these trucks are diesel engine powered.

Based on the above, I have grave concerns for the resident's health that live in La Costa Avenue. Auto and truck exhaust particulate matter will be discharged on a continuous basis. Fine particulate matter arising from road dust, diesel exhaust, auto- engine combustion, tire and break ware can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. Senior

Planning Dept.



We say No. to

LaCosta Town Square -

Slow down our  
growth.

Thank you

TOO MUCH TRAFFIC, UNSAFE  
FOR OUR CHILDREN.

MR. & MRS. P. REMINGTON  
3311 VINTAGE CR.  
CARLSBAD CA 92009-7713

From:

M. M. Zomorrodian, 2464 La Costa Ave, Carlsbad, CA 92009, Email, [lantec@msn.com](mailto:lantec@msn.com)

City of Carlsbad

Planning Department

1635 Faraday Avenue, Carlsbad , CA 92008

Via Fax # 760-802-8559

Ref: LA Costa Town square, CP010003, CT010009, CUP04018, EIR01002,  
GPA01002, HDP01005, LFMP8711B, MP00149R, SDP01003, SDP01004, SDP01009

Pending Planning Applications - July, 2007

File	App#	App Date	Location	Description	Project Planner
LA COSTA TOWN SQUARE	CP010003 CT010009 CUP04018 EIR01002 GPA01002 HDP01005 LFMP8711B MP00149R SDP01003 SDP01004 SDP01009	07/03/2007	NORTHEAST CORNER OF LA COSTA AVE AND RANCHO SANTA FE RD	RETAIL, COMMERCIAL, OFFICE, SF DEV	LYNCH

Dear : Mr Van Lynch

This project is very major project, with Hundreds of Residential Units and many acres of Commercial units, and Shopping center, cinemas, Restaurants, Etc.. When this project is built, it will impose so much traffic to la Costa Ave, because The La Costa Ave is the Closest entrance from I-5 to this Project. This Project Will Impact already strained La Costa Ave with many accidents that it has.

My Property is directly in the pass of this Project. With all theses. This development needs to implement traffic Signals in La Costa Ave. I think city should implement traffic signals at each entrance of any Street to La Costa Ave. From Rancho Santa Fe Road to Elcamino Real.

Thank You

  
MEHDI Zomorrodian.

